John Beatson.

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NAVAL AND MILITARY

MEMOIRS

OF

GREAT BRITAIN,

FROM

1727 TO 1783.

BY

ROBERT BEATSON, Esq. L.L.D.

IN SIX VOLUMES.

VOL. IV.

15-2809
9/10/19

London:

PRINTED FOR LONGMAN, HURST, REES AND ORME,
NO. 39. PATERNOSTER-ROW;
W. J. AND J. RICHARDSON, ROYAL EXCHANGE;
A. CONSTABLE AND CO. EDINBURGH;
AND A. BROWN, ABERDEEN.

1804.

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J. Burnett, Printer,
Aberdeen.

CONTENTS

OF

VOLUME FOURTH.

1763. *THE Miniſtry not popular with the nation—a ſtrong party in oppoſition to them in Parliament*, 1. *The King, in his ſpeech to both Houſes of Parliament, commends the peace*, 2. *The addreſſes of both Houſes replete with loyalty—the peace unanimouſly approved of by the Lords, and by a great majority of votes by the Commons*, 3. *Their example followed by the merchants of the city of London—the city of London, and many other cities and towns, preſent moſt loyal addreſſes to his Majeſty on the peace*, 3. *The Miniſter reſigns, and is ſucceeded by the Right Hon. George Grenville—Admirals appointed to ſtations abroad—the Duke of York ſails with Commodore Harriſon for Liſbon, Gibraltar, Minorca, and the coaſt of Italy*, 4. *The Earl of Egmont made Firſt Lord of the Admiralty*, 5. *Count d'Eſtaing ſeizes on Turk's iſland, near Hiſpaniola—by the ſpirit of the Britiſh Miniſtry, the French obliged to relinquiſh it*, 7. *The Honourable Captain Byron ſails on a voyage of diſcovery*, 8.

1765. *Adminiſtration reſolve to tax the colonies in America, which laid the foundation of rebellion there—a change of Adminiſtration—the Spaniards troubleſome to the Britiſh logwood cutters; but are obliged to deſiſt*, 9. *The Parliament meets, and repeals the American ſtamp act*, 10.

1766. *A new Miniſtry—Captain Byron returns from his voyage*, 11; *and makes a favourable report of the Falkland iſlands*, 12.

1767. *His Royal Highneſs the Duke of York dies*, 13. *A partial change of Adminiſtration*, 14. *A change of naval uniform—freſh taxes laid on the Americans*, 15.

1768. *Diſcontents at Charleſtown, South Carolina—the Earl of Chatham reſigns*, 16. *Eaſt India Company appoints three Superviſors to go to India to redreſs grievances—they ſail in the Aurora frigate—the Directors requeſt his Majeſty to ſend a ſquadron to India—it is granted; but, on refuſing the commander of it a voice in their councils, it is countermanded—Sir John Lindſay ſent to India with a ſquadron of frigates—the Duke of Cumberland made a Rear-Admiral*, 17.

1769. *Captain O'Hara dies at the iſland of Arguin*, 19.

1770. *A change in Adminiſtration—Some of the taxes on the Americans repealed, but the tea tax continued in force*, 20. *A ſettlement formed at Port Egmont in Falkland iſlands*, 21. *The Spaniards diſpoſſeſs the Britiſh by force*, 22. *A war threatened, and rendezvouſes for ſeamen opened—16 ſail of the line put in commiſſion—a promotion of flag-officers*, 23. *French Adminiſtration inclined for war—diſmiſſed by the King of France; and the diſpute with Spain adjuſted*, 26.

1771. *Diſputes between Great Britain and her American colonies increaſe*, 27.

1772. *The Earl of Dartmouth made Secretary of State for the American Department—A ſmall ſquadron ſent to Denmark to eſcort the Queen of Denmark to Stade*, 28.

1773. *The Americans grow more diſcontented, to which the conduct of their agent in London greatly contributed*, 31. *Half-pay of the Navy Captains augmented*, 32. *The King reviews the fleet at Portſmouth*, 34.

1774. *Sir Edward Hughes ſent with a ſquadron to the Eaſt Indies*, 42. *Strong meaſures adopted by Parliament againſt the town of Boſton in New England*, 43. *Firſt general Congreſs held at Philadelphia*, 45. *Vice-Admiral Graves ſent with a ſquadron to Boſton—the Americans appear ready to revolt*, 50.

1775. *His Majeſty iſſues a proclamation for ſuppreſſing rebellion and ſedition in America*, 55. *A promotion of flag-officers*, 56. *Hoſtilities between the King's troops and the American rebels commence at Lexington*, 62. *The rebels take poſt at Roxbury, near Boſton*, 67. *Ticonderago and Crown Point ſurpriſed by the*

the rebels, 69. *The rebels very troubleſome in the neighbourhood of Boſton—Second general Congreſs met, and formed articles of confederation and perpetual union of the United States of America*, 70. *No ſupply of neceſſaries allowed to enter the town of Boſton*, 71. *Congreſs reſolve to raiſe* 30,000 *troops*, 74. *Generals Howe, Clinton, and Burgoyne, arrive at Boſton*, 75. *The rebels take poſt on Bunker's Hill*, 75. *The King's troops attack the rebel poſt at Bunker's Hill, which they carry, after a great loſs*, 77. *General Waſhington appointed General and Commander in Chief of the rebel forces*, 79. *Rebels ſcarce of ammunition—lay ſiege to the iſland of Bermuda, and get a ſupply of gunpowder there*, 80. *Various actions in the neighbourhood of Boſton, and in the harbour*, 85. *An enterpriſe under Captain Robinſon fails of ſucceſs*, 88. *The King's troops bring cattle from Long Iſland*, 92. *The rebels at New York carry off the cannon from a battery fronting the ſea*, 92. *Captain Wallace cannonades the town of Newport, Rhode Iſland*, 93. *Admiral Graves and General Gage inſtructed to take or deſtroy all veſſels belonging to the revolted Americans*, 93. *Captain Mouat burns the town of Falmouth—the Earl of Dunmore extremely active in Virginia*, 95. *General Gage reſigns the command of the King's army to General Howe—the province of Georgia joins in the rebellion—his Majeſty's Governors forced by the rebels to leave their government*, 97. *The Canadians invited to join the revolted colonies*, 99. *Congreſs reſolve to invade Canada*, 100. *The command of the troops for this enterpriſe given to General Montgomery—Colonel Arnold ſent with a body of rebel troops, by another route, againſt Quebec*, 101. *Montgomery lays ſiege to Fort St. John—Ethan Allen defeated*, 102. *General Carleton repulſed—General Montgomery takes Chamblé and Fort St. John*, 103. *General Carleton abandons Montreal, and retires to Quebec—General Montgomery takes poſſeſſion of Montreal—Arnold and his party arrive on the banks of the St. Lawrence, croſs that river, and appear before the city of Quebec—General Montgomery forms a junction with Arnold, and lays ſiege to Quebec—Strength of the garriſon*, 106. *He ſummons the place*

to ſurrender—endeavours to carry it by eſcalade, 108. *Montgomery killed, Arnold wounded and repulſed*, 109. *The rebels turn the ſiege into a blockade*, 110. *The rebel Congreſs declares it felony to correſpond with any of the King's ſubjects, and endeavours to eſtabliſh a naval force*, 111. *The rebel privateers infeſt Boſton bay—Admiral Shuldham arrives at Boſton to take the command of the fleet*, 114. *The French and Dutch ſupply the rebels with ſtores—the King's ſpeech to both Houſes of Parliament*, 115.

1776. *An act paſſed to prohibit all intercourſe with the North American colonies then in rebellion*, 118. *Heſſian and Brunſwick troops taken into Britiſh pay*, 119. *Meſſage from the King to the Houſe of Commons*, 120. *King's ſpeech to both Houſes of Parliament*, 122. *Promotion of flag-officers—General Howe appointed Commander in Chief of his Majeſty's forces in the Southern, and General Carleton in the Northern Provinces of North America*, 123. *Ships put in commiſſion*, 123. *Bounty to ſeamen increaſed—fire in Portſmouth dock-yard*, 124. *The rebel Congreſs intent to recruit their army—Dr. Franklin's machines to protect the entrance of rivers*, 125. *Every means uſed to alienate the affections of the Americans from the mother-country*, 126. *Congreſs ſends reſidents to foreign Courts—diſtreſs of the fleet at Boſton*, 127. *Skirmiſh at Savannah in Georgia, and ſome ſhips brought from thence*, 128. *General Clinton ſails for Cape Fear—General Waſhington lays ſiege to Boſton*, 129. *General Howe evacuates Boſton, and arrives at Halifax with the army*, 131. *Proceedings of Lord Dunmore, &c.* 132. *Congreſs ſends a ſquadron againſt the Bahama iſlands in hopes of ſeizing the gunpowder in the magazines there, and are diſappointed*, 133. *Action with the Glaſgow frigate*, 134. *Tranſactions of the King's ſhips*, 135. *M. de Beaujeu's deſign of relieving Quebec defeated*, 137. *Captain Douglas arrives at Quebec with the King's ſhips; on which the rebels raiſe the ſiege*, 137 *to* 138. *General Carleton's commendations of the officers and troops under his command*, 139. *He purſues the rebels*, 140. *The rebels attempt to ſurpriſe a corps under General Fraſer, but are themſelves*

ſelves repulſed with great loſs, 141. *Montreal, Forts Chamblé and St. John, recovered from the rebels, who retreat with great precipitation*, 143. *The Britiſh uſe great diſpatch in eſtabliſhing a naval force on Lake Champlain*, 143; *and ſail in queſt of the rebel fleet under General Arnold*, 145. *The rebel fleet defeated, and the greateſt part of them taken or deſtroyed*, 146. *Britiſh army go into winter quarters—the rebels defeated at the Cedars, and Colonel Ethan Allen made priſoner*, 147. *General Carleton, and Captains Hamilton and Douglas, rewarded by his Majeſty*, 148. *General Clinton proceeds to New York, and afterwards to Cape Fear*, 149; *is joined by Earl Cornwallis and Sir Peter Parker, with troops from England*, 149. *Proceed to Charleſtown, South Carolina—the army land on Long Iſland*, 150. *Reſolve to attack the fort on Sullivan's Iſland—the army could not aſſiſt the fleet, which, after battering the fort, is repulſed with loſs*, 152; *and ſails for New York*, 153. *The ſquadron ſtationed off Boſton harbour obliged to retire, by which means, ſeveral of the tranſports fall into the hands of the rebels*, 154. *The Britiſh fleet and army leave Halifax, and arrive at Sandy Hook*, 154. *Troops land on Staten Iſland; and Vice-Admiral Viſcount Howe arrives from England*, 155. *Commodore Hotham and the foot guards arrive at Sandy Hook*, 156. *The greateſt part of the Britiſh army land on Long Iſland*, 157. *March to attack the rebels*, 158; *whom they defeat, and oblige to retreat to Brooklyn with great loſs*, 161. *The rebels evacuate Long Iſland, and eſcape to New York*, 162. *The Commiſſioners for peace addreſs Congreſs*, 162. *A deputation from Congreſs meets the Commiſſioners at Staten Iſland*, 163. *The propoſed accommodation with the inſurgents fails of ſucceſs*, 163. *Meaſures taken to drive the rebels from New York*, 163. *The King's troops land in Kipp's Bay*, 164. *The rebels evacuate New York*, 165. *Some incendiaries ſet fire to the town of New York*, 166. *A detachment of the fleet enter the North River*, 167. *General Howe purſues the rebel army under Waſhington from King's Bridge*, 169. *General Waſhington takes poſt behind the Brunx*, 172; *where he intrenches his army—marches to the White Plains*, 173. *A*

corps

corps of the rebel army defeated on the banks of the Brunx, 175. *General Waſhington retires with his army into North Caſtle*, 177. *General Howe takes meaſures to drive the rebels from the poſts they held on New York Iſland*, 178; *and ſucceeds*, 180. *Fort Waſhington obliged to ſurrender*, 180. *Earl Cornwallis, with a detachment of troops, lands in the Jerſies*, 181; *takes Fort Lee*, 182. *General Waſhington and his army croſſes the Delaware; and ſoon after Lord Cornwallis, with the van of the Britiſh army, arrives on its banks*, 184. *Lord Cornwallis poſts a corps of Heſſians at Trenton*, 185. *Colonel Harcourt takes General Lee priſoner near Baſkingridge—General Howe cantons his troops in the Jerſies*, 185. *General Clinton and Commodore Sir Peter Parker are ſent againſt Rhode Iſland—which they take*, 187. *A body of rebel forces attacks the back ſettlements of Nova Scotia, but is repulſed*, 189. *Congreſs borrow money on the faith of the United States*, 191. *Dr. Franklin ſent to France by Congreſs, to aſſume a public character at the French Court*, 191. *General Waſhington ſurpriſes a brigade of Heſſians at Trenton, and carries them priſoners to Philadelphia*, 193. *The gallant behaviour of Colonel Mawhood*, 194. *Congreſs declare the thirteen revolted colonies of America independent of Great Britain*, 198.

1777. *King's ſpeech to both Houſes of Parliament*, 199. *Amount of the ſupplies granted by Parliament*, 200. *Motion for reconciliation between the mother-country and revolted colonies, by the Earl of Chatham*, 201. *Plan of operations formed by Adminiſtration for the enſuing campaign*, 202. *General Burgoyne is appointed to command the army that was to proceed from Canada by Lake Champlain*, 204; *embarks his troops at Cumberland Point—croſſes Lake Champlain, and takes poſt at Crown Point*, 205; *proceeds againſt Ticonderago*, 207. *The rebels abandon their works—one part of their army retires to their poſt at ſouth end of Lake George*, 208; *and another part in batteaux by Skeneſborough*, 209. *The latter are purſued by a corps under General Burgoyne, overtaken and ſuffer great loſs*, 210. *The rebels defeated in ſeveral ſkirmiſhes by General Fraſer, General Reideſel*, 211,

211, *and Colonel Hill*, 212. *The Britiſh army, after undergoing great fatigues, arrives at Fort Edward*, 214. *General Howe, during the winter, forms ſeveral provincial corps at New York*, 215. *General Waſhington eſtabliſhes his head-quarters in the Jerſies*, 216. *Lord Cornwallis reinforced in the Jerſies by a brigade from Rhode Iſland*, 216. *The rebels poſt at Peek's-kill deſtroyed by Colonel Bird*, 218. *General Tryon is ſent on an expedition againſt Danbury*, 219; *deſtroys the place—the rebel General Wooſter mortally wounded*, 220. *General Tryon is attacked in his retreat from Ridgefield by the rebels, but beats them off—reaches the Hill of Campo, and embarks his troops*, 221. *The rebels ſurpriſe the poſt at Sagg harbour in Long Iſland, and burn all the Britiſh veſſels*, 222. *The Britiſh army unable to take the field early in the ſeaſon, for want of camp equipage*, 222. *The rebels receive great ſupplies from France—The rebel army under General Waſhington takes poſt at Middlebrook*, 223. *General Howe takes the field, and encamps in view of Waſhington's army*, 224. *Uſes every ſtratagem to bring the rebels to action, but in vain*, 225. *General Howe retires to Amboy, and gives this feigned retreat all the appearance of a real one—General Waſhington purſues the royal army*, 225. *General Howe puts his army in motion, and endeavours to get between the mountains and General Waſhington*, 226. *Waſhington diſcovers in time the ſnare that was laid for him, and, by forced marches, regains the mountains*, 227. *General Howe embarks his army for an expedition to the ſouthward—the rebels ſurpriſe and make priſoner Major-General Preſcot, the commander of the Britiſh troops at Rhode Iſland*, 228. *Admiral Lord Howe and General Howe ſail, and enter the bay of Cheſapeak, on which General Waſhington and his army march for Penſylvania*, 229. *The rebels attempt to ſurpriſe General Campbell at Staten Iſland, but are repulſed*, 230. *General Clinton makes a ſucceſsful irruption into the Jerſies*, 232. *General Clinton makes a ſucceſsful expedition up the North River—takes Forts Clinton and Montgomery, and burns Eſopus*, 233 *to* 238. *General Burgoyne embarraſſed to find proviſions for his*

army, 241. *Detaches Colonel Baum with a corps to Bennington, where he is defeated*, 241. *General Harkimer routed by General St. Leger at Fort Stanwix*, 242. *General Arnold relieves Fort Stanwix*, 243. *The rebels endeavour to get poſſeſſion of the fort at Ticonderago, but are diſappointed—they take and burn a great number of boats on Lake George*, 244. *General Burgoyne advances from Fort Edward, and arrives at Stillwater, where he defeats the rebels*, 245. *General Burgoyne receives letters from General Clinton, but finds great difficulties in advancing*, 246. *Another bloody battle takes place at Saratoga, in which the rebels were partly ſucceſsful*, 247. *General Burgoyne takes a new poſition*, 248. *Calls a council of war*, 249. *They unanimouſly reſolve that General Burgoyne ſhould open a treaty with General Gates—the terms are adjuſted, and the Britiſh army ſurrenders*, 250. *Operations of the fleet and army under Lord and General Howe*, 251. *The army lands on the north ſhore of Elk river—marches and encamps at Elk-head*, 252. *Lord Cornwallis defeats a large body of rebel troops—the army under General Howe advances and croſſes the river Brandywine, at Chad's ford*, 253. *The rebel army defeated*, 255. *The royal army advances, and the rebel army retires—a party of them defeated at Goſhen*, 257. *General Waſhington retires with his army to Perkyomy creek, and ſecures all the fords on the Schuylkill—the rebel General Wayne ſurpriſed by General Grey, and defeated with great loſs*, 258. *General Howe advances to Germantown, and detaches Lord Cornwallis to Philadelphia*, 259. *The rebel naval force cannonade Philadelphia—on the ebb of the tide the Delaware, one of the frigates, grounded, and is captured*, 260. *Lord Howe, with part of his fleet, gets up the Delaware as high as Cheſter, and takes meaſures to remove the obſtructions in the river*, 261. *Poſſeſſion taken of Billing's Point—General Waſhington attacks the royal army at Germantown, on the 4th of October—after a ſevere action, the rebels are repulſed with loſs*, 263; *and purſued for eight miles*, 264. *The opinion of an American hiſtorian of this battle*, 264. *Captain Hamond, with great labour, removes part of the chevaux de friſe*

in

in the river Delaware, 266. *General Howe erects batteries againſt the rebel fort on Mud Iſland, and detaches Colonel Donop to attack the poſt at Red Bank*, 267. *Colonel Donop attacks the enemy's intrenchments at Red Bank—is mortally wounded, and his troops are repulſed*, 268. *Several of the ſhips of war get through the lower chevaux de friſe; but, on the ebb of tide, the Auguſta of 64 guns and the Merlin ſloop of war are grounded—Lord Howe orders them to be burnt*, 269. *Some of the war ſhips, getting through the chevaux de friſe, join in the attack of the fort on Mud Iſland, which the rebels evacuate in the night*, 271. *General Howe ſends a ſtrong detachment under Earl Cornwallis to attack Red Bank, upon which the rebels abandon it*, 272. *The rebel fleet attempts to retire up the Delaware, in which a few ſhips ſucceed—the others retire to their old ſtation, and in the night the rebels burn their naval force*, 273. *General Howe endeavours to force General Waſhington to fight, but is diſappointed—takes poſt with his army near Philadelphia*, 274; *and ſoon after goes into winter quarters—Succeſs of his Majeſty's cruizing ſhips*, 276. *The rebels take the Fox frigate*, 279. *She is retaken by Captain Briſbane*, 279. *Two of the King's frigates wrecked*, 282. *Events on the Newfoundland ſtation*, 283. *The Leeward Iſland fleet attacked by the Raleigh, a large rebel ſhip of war, but ſhe is beat off*, 284. *Succeſs of his Majeſty's cruizing ſhips in the Mediterranean*, 286. *Succeſs of his Majeſty's cruizing ſhips in the Britiſh ſeas*, 287.

1778. *Partiality of the French to the revolted colonies*, 288. *His Majeſty's ſpeech to both Houſes of Parliament*, 289. *Number of ſeamen voted*, 291. *A number of regiments raiſed*, 293. *Five Commiſſioners to be ſent out with ample powers to endeavour to make peace with the thirteen rebel colonies—the French avow their acknowledging the rebel colonies a* free and independent State, 297. *Lord Stormont, the Britiſh Ambaſſador at Paris, his intelligence on this head diſregarded by the Britiſh Miniſtry*, 297. *The French Ambaſſador ordered to leave London, and Lord Stormont recalled from Paris*, 299. *Audience given by the King of France to Dr. Franklin, Mr. Deane, and Mr. Lee, in their public characters,*

as agents for the American States, 299. *Debates in the Britiſh Houſe of Lords—the Earl of Chatham's patriotic ſpeech*, 300. *Critical ſituation of things in America*, 302. *More ſhips of the line put in commiſſion—a promotion of flag-officers*, 305. *The peace Commiſſioners ſail for America—the Proſerpine frigate ſent to watch the motions of the French ſquadron from Toulon*, 307. *His Majeſty viſits the royal dock-yards*, 308. *The rebel Congreſs, contrary to good faith, reſolves to detain the King's troops that ſurrendered at Saratoga*, 310. *Military operations in Penſylvania*, 311. *Operations at Rhode Iſland*, 315. *The peace Commiſſioners arrive in America, and endeavour to open a negociation with Congreſs, which the latter declines with great artifice*, 320. *Orders received by Sir Henry Clinton for the evacuation of Philadelphia—ſtate of the King's fleet in North America*, 322. *The royal army evacuate Philadelphia, and croſs the river Delaware*, 322. *Followed by the rebel army under General Waſhington*, 323. *He attacks the royal army at Middleton, but is repulſed*, 329. *The royal army is ferried over to Sandy Hook Iſland*, 329. *Strange occurrences in the courſe of the campaign*, 330. *Lord Howe receives advice of a French ſquadron coming on the coaſt of America*, 330; *takes his meaſures accordingly*, 331. *The French fleet arrives off Sandy Hook*, 332. *Noble ſpirit diſplayed by the Britiſh navy and army*, 332. *Captain Fielding ſends a reinforcement to Lord Howe from Halifax*, 339. *Congreſs determines on an expedition againſt Rhode Iſland*, 340. *Diſaſters encountered by the fleet under Vice-Admiral Byron*, 340; *who is forced to bear away for Halifax—Sir Robert Pigot takes vigorous meaſures to defeat the enemy's deſigns on Rhode Iſland*, 341. *Two French ſhips of the line enter Newport harbour*, 342. *Britiſh frigates ordered to be burnt*, 343. *French ſquadron enter Newport harbour, and cannonade the Britiſh works*, 344. *Lord Howe and the Britiſh fleet appear off Rhode Iſland*, 344. *French fleet ſail out of the harbour*, 345. *The Britiſh and French fleets approach each other in order of battle*, 347; *are ſeparated by a ſtorm*, 348; *both fleets greatly damaged*, 348. *Several of the French line of battle ſhips attacked by Britiſh ſhips—M. d'Eſtaing very near being captured*, 349 *to* 350.

350. *Rebel army under General Sullivan land on Rhode Island, and lay siege to Newport*, 351. *The rebels raise the siege*, 352; *are pursued in their retreat*, 353. *French squadron return to Rhode Island*, 353; *but soon after proceed to Boston*, 355. *French insulted at Boston*, 358. *A small squadron of frigates, and a body of troops under Major-General Grey, attack Fairhaven, Martha's Vineyard, &c.* 359. *Lord Howe pursues the French fleet—loses the St. Albans of* 64 *guns*, 361. *Lord Howe quits the command of the fleet, and returns to England*, 363. *Vice-Admiral Byron arrives at Sandy Hook*, 364. *Lord Cornwallis makes an irruption into the Jerseys, where he surprises a rebel corps of dragoons, commanded by Colonel Baylor*, 365. *A successful expedition against Egg harbour*, 366. *Admiral Byron sails on a cruize, in hopes of falling in with M. d'Estaing's fleet—the Somerset of* 64 *guns is wrecked on Cape Cod*, 369. *M. d'Estaing sails from Boston to the West Indies; and about the same time, an armament, under Major-General Grant and Commodore Hotham, sails from Sandy Hook for the same place*, 371. *An expedition, under Captain Parker and Colonel Campbell, sent against Georgia*, 372; *its success*, 374, *&c. Vice-Admiral Byron sails for the West Indies*, 379. *Success of the British cruizers in America*, 380. *Vice-Admiral Montagu takes the islands of Miquilon and St. Pierre*, 381. *Success of the British cruizers in the West Indies*, 383. *M. de Bouillé takes the island of Dominica*, 385. *Commodore Hotham and General Grant arrive in the West Indies*, 388. *Rear-Admiral Barrington takes the command of the fleet; and, with the troops under General Grant, attacks the island of St. Lucia*, 389. *M. d'Estaing and M. de Bouillé come to the relief of the island*, 391. *The French fleet and army are defeated and retreat, and the island surrenders*, 392. *Prizes taken by the British fleet*, 402. *Gallant action by Captain Rainier*, 404. *Two British frigates taken*, 405. *Sir Hector Munro lays siege to Pondicherry*, 406. *Commodore Sir Edward Vernon has an action with the French squadron under M. Tronjolly*, 407. *Pondicherry surrenders*, 410. *Admiral Keppel with a strong fleet puts*

puts to ſea—takes ſome French frigates, 411. *Hoſtilities commence between Great Britain and the French in Europe*, 414. *The French, much to their honour, reſolve not to moleſt that uſeful navigator Captain Cook*, 414. *The Admiral returns to St. Helens—ſtrength of the French fleet*, 414. *The Britiſh fleet under Admiral Keppel, and the French fleet under the Comte d'Orvilliers, come to action*, 416. *It is indeciſive, and the French retreat*, 429. *Admiral Keppel and his fleet return to England*, 430; *it is reinforced and ſails again—the French fleet takes the Fox frigate*, 431. *An unfortunate quarrel takes place between Admiral Keppel and Vice-Admiral Palliſer*, 432. *The latter accuſes the former of miſconduct*, 435. *A ſtrong memorial preſented to the King, ſigned by twelve Admirals*, 435. *Admiral Keppel brought to trial and moſt honourably acquitted*, 436. *Vice-Admiral Palliſer brought to trial and honourably acquitted*, 437. *American privateers appear on the Iriſh and Britiſh coaſts*, 439. *Gallant action of Captain Reynolds*, 441. *A ſquadron under Commodore Rowley detached to the Weſt Indies—the London Eaſt Indiaman ſunk*, 442. *Succeſs of the Britiſh cruizers and privateers*, 443. *Ships added to the royal navy*, 445.

1779. *The Parliament meets—heads of his Majeſty's ſpeech*, 446. *Number of ſeamen voted*, 447. *Spain joins the French and Americans againſt Great Britain—and the Marquis d'Almodovar, the Spaniſh Ambaſſador, delivers a reſcript to Lord Weymouth containing the cauſes of the rupture; which, by order of the King, is laid before both Houſes of Parliament, who preſent moſt loyal addreſſes to his Majeſty on the occaſion*, 448. *A number of noblemen and gentlemen raiſe regiments*, 449. *To raiſe ſeamen to man the fleet, the odious means of impreſſing is had recourſe to*, 450. *The French ſend out fleets to the Eaſt and Weſt Indies*, 451. *Rear-Admiral Arbuthnot ſent to command the fleet in North America—Admirals appointed to command ſquadrons*, 450. *A partial change in Adminiſtration*, 453. *Britiſh take Tillicherry*, 454 *French take Senegal*, 455. *Admiral Byron forms a junction with the fleet under Rear-Admiral Barrington*,

rington, 457. *M. d'Eſtaing reinforced by a fleet under the Comte de Graſſe*, 459. *French take the iſland of St. Vincent*, 460. *M. d'Eſtaing attacks and takes the iſland of Grenada*, 461. *Admiral Byron endeavours to ſuccour the iſland of Grenada, and a bloody ſea-fight takes place*, 465; *but from the great ſuperiority of the French fleet, Admiral Byron is obliged to retire*, 469; *to St. Chriſtopher's*, 470. *Rear-Admiral Parker intercepts a ſmall French fleet*, 471. *Three French frigates taken*, 473. *Succeſs of the Britiſh cruizers in the Weſt Indies*, 474. *Captain Luttrell and Major Dalrymple take Omoa*, 484. *Remarkable gallantry of a Britiſh ſailor*, 487. *Succeſs of the Britiſh cruizers on the Jamaica ſtation—Progreſs of the Britiſh troops in Georgia*, 491. *Sir Henry Clinton detaches Major-General Matthew to Virginia*, 498; *deſtroys many magazines there*, 501; *returns to New York*, 502. *Expedition up the North River under Major-General Vaughan*, 503; *its ſucceſs*, 504. *Expeditions ſent againſt the Connecticut coaſt*, 505. *Brigadier-General M'Lean takes poſt at Magibigwaduce, an iſland in Penobſcot river, where he ſets about building a fort*, 510; *is attacked by the rebel fleet and a ſtrong body of troops*, 511. *The rebel fleet defeated by Sir George Collier—their army flies with the utmoſt precipitation*, 513. *Don Bernard de Galvez takes ſome Britiſh poſts in Weſt Florida*, 516. *The Experiment of 50 guns taken by the French*, 517. *M. d'Eſtaing, with a great fleet and army, proceeds againſt Savannah in Georgia, to which he lays ſiege*, 518; *is joined by a rebel army under General Lincoln*, 518; *endeavours to carry the place by aſſault*, 523; *is repulſed with great loſs*, 525; *raiſes the ſiege*, 529; *and ſails for Europe*, 533. *The French deſigned to have wintered at Rhode Iſland*, 533. *M. d'Eſtaing detaches ſome ſhips, and all the troops he had brought with him, to the Weſt Indies; and alſo ſent ſome line of battle ſhips to the Cheſapeak*, 533. *Succeſs of the Britiſh ſquadron on the North American ſtation*, 534. *The Montreal frigate taken by the French in the Mediterranean*, 536. *Rear-Admiral Arbuthnot ſails for North America—hearing that the iſland of Jerſey was attacked, pro-*

ceeds

ceeds to its relief, 538. *Sir Thomas Pye ſends Captain Gidoin with ſome frigates to the relief of that iſland—meets with the Experiment of* 50 *guns, Sir James Wallace, in Boulé bay—meaſures concerted by them to defeat the enemy's deſigns*, 539. *Fall in with a fleet of French frigates, which they chace into Concale bay*, 540. *Attack the French ſhips and defeat them*, 548. *A fleet under Vice-Admiral Darby ordered to eſcort the fleet under Rear-Admiral Arbuthnot to the weſtward—French fleet under M. d'Orvilliers puts to ſea—they miſs Admiral Darby's fleet, which returns to England*, 542. *Sir Charles Hardy appointed to command the grand fleet*, 543. *Spaniards block up Gibraltar*, 544. *The combined fleets of France and Spain enter the Britiſh Channel*, 545; *take the Ardent of* 64 *guns*, 545. *Sir Charles Hardy and the grand fleet arrive at Spithead—patriotiſm of the Corniſh and Devonſhire gentlemen—the combined fleets ſeparate—the French proceed to Breſt and the Spaniards to Cadiz*, 547. *Succeſs of ſome French and rebel privateers*, 549; *take the Serapis of* 44 *guns*, 550. *The Apollo frigate takes the Oiſeau French frigate*, 555. *Gallant actions by the Captains commanding the Britiſh cruizers*, 556, *&c. Quebec frigate burnt*, 561. *Arethuſa frigate wrecked*, 565. *Succeſs of Britiſh privateers*, 566. *Loſſes ſuſtained by the French and Spaniards*, 567. *Loſſes ſuſtained by the Dutch, and their repreſentations on that ſubject*, 569. *Captain Fielding ſent with a ſquadron to intercept Admiral Count Byland, who was eſcorting ſome Dutch merchant ſhips*, 573. *Falls in with them—proceedings thereon—Captain Fielding brings the Dutch merchant ſhips to Spithead*, 575. *Loſſes ſuſtained by the Britiſh in the year* 1779, 575. *Ships added to the Britiſh navy in* 1779, 576.

NAVAL

NAVAL AND MILITARY

MEMOIRS

OF

GREAT BRITAIN,

COMMENCING FROM THE PEACE OF FOUNTAINBLEAU IN 1762.

1762.

NOTWITHSTANDING the very great ſucceſs, which had attended our military operations in the courſe of the laſt years of the war, the Miniſtry were far from being popular with the nation in general. A moſt formidable party in Parliament was now formed againſt them: and as it was compoſed chiefly of the old whig families, who had been in power ſince the acceſſion of the Houſe of Hanover, and whom the people regarded as the guardians of public liberty, impreſſions were readily received againſt new men, whom they did not know, and in whom they could not confide. The kingdom was kept in a perpetual ferment, by means of periodical papers and pamphlets, in which the Miniſtry were plentifully abuſed, and their conduct repreſented in the very worſt colours. Nor did the ſacred perſon of his Majeſty eſcape a ſhare of the obloquy, which was ſo copiouſly beſtowed on his ſervants. In the midſt of this torrent of party rage, the Parliament met on the 26th of November; and a formidable oppoſition was expected, eſpe-

cially when the ſubject of the peace ſhould come into diſcuſſion. The King in his ſpeech mentioned it in ſtrong terms of praiſe, and expreſſed his hope that it would give his Parliament entire ſatisfaction. The conditions, he affirmed, were ſuch, that there not only was an immenſe territory added to the Empire of Great Britain, but a ſolid foundation laid for an increaſe of trade and commerce; and the utmoſt care had been taken, to remove all occaſions of future diſputes between his ſubjects and thoſe of France and Spain, whereby ſecurity and permanency were added to the bleſſings of peace. His Majeſty concluded his ſpeech in the following words:—"We could never have "carried on this extenſive war without the greateſt union at "home. You will find the ſame union peculiarly neceſſary, "in order to make the beſt uſe of the great advantages acquir-"ed by the peace, and to lay the foundation of that economy "which we owe to ourſelves, and to our poſterity, and which "alone can relieve this nation from the heavy burthens brought "upon it, by the neceſſities of this long and expenſive war."

The addreſſes which both Houſes returned to his Majeſty were replete with duty and loyalty, and gave as hearty an approbation of public meaſures as the Miniſter could have wiſhed. The preliminary articles of peace having been by his Majeſty's order laid before Parliament, their merits came to be diſcuſſed in both Houſes on the 9th of December; and, as great debates were expected, an early and full attendance was given. In the Houſe of Lords, the Duke of Newcaſtle made a long ſpeech againſt the peace; but the perſon who aſſailed it with arguments of the greateſt weight was the Duke of Grafton, who was particularly ſevere againſt the Miniſter, as the promoter of what he denominated ſcandalous and diſhonourable terms. The Earl of Hardwicke alſo took the ſame ſide of the queſtion. The Miniſter and his friends defended the terms of the peace with great ability and coolneſs; and when the queſtion was about to be put, the Dukes of Cumberland, Devonſhire, Grafton, and Newcaſtle, and the Earl of Hardwicke, finding all oppoſition in vain, left the Houſe; by which means, the peace

was

was unanimouſly approved by the Lords. The triumph of the Miniſter was nearly as great in the Houſe of Commons; where, it was thought, he had to dread not only the thunder of Mr. Pitt, but alſo the oppoſition of the Hon. Charles Townſhend; who, a few days before, had reſigned his employments. The chief attack, however, was made by Mr. Beckford, Lord Mayor of the city of London, and one of its repreſentatives in Parliament, who, in oppoſition to his colleagues, ſeverely cenſured the peace. Mr. Pitt and Mr. Townſhend joined in approbation of it. About midnight, the queſtion for the addreſs was put, and carried by three hundred and nineteen voices againſt ſixty-five.

Various cities and towns preſented addreſſes to his Majeſty on the peace; among others, one from the merchants of London was ſeverely felt by the oppoſition, becauſe the reſpectability and the numbers of thoſe who ſubſcribed it, afforded powerful evidence, that Government was at this time well ſupported, and their meaſures generally approved. The addreſs of the city of London was vigorouſly oppoſed by the Lord Mayor and his adherents; but it was carried againſt them by a conſiderable majority: and upon the Chief Magiſtrate's obſtinate refuſal to preſent it, Sir Charles Aſgill, as *locum tenens*, accompanied by many very reſpectable attendants, preſented it to the King. This proceſſion, as well as that of the merchants, was much inſulted on its way to St. James's, by a low, and as was ſuppoſed, a hired mob.

In the courſe of this ſeſſion, the Parliament voted 1,560,000l. for thirty thouſand ſeamen, including a corps of marines, and for ordnance for the ſea ſervice during the current year: they alſo voted for building, rebuilding, and repairing his Majeſty's ſhips, 100,000l.; and for paying off the debt of the navy, 3,075,316l. The ſum total of the ſupplies granted this year, was 13,522,039l. 14s. 4½d.

From theſe liberal ſupplies, and the great majorities by which Adminiſtration carried all their meaſures in both Houſes of Parliament, the reſignation of the Miniſter was not expected

by the nation. But the violence of party rage had raiſed ſuch a clamour againſt the Earl of Bute, that, on the 16th of April 1763, he reſigned his office of Firſt Lord of the Treaſury; and at the ſame time, Sir Francis Daſhwood reſigned his offices of Chancellor and Under Treaſurer of the Exchequer. His Lordſhip was ſucceeded at the Treaſury Board by the Honourable George Grenville, who was alſo appointed Chancellor and Under Treaſurer of the Exchequer. James Harris, Eſq; had the other vacant ſeat at the Treaſury Board; and on the 23d of May, his Majeſty was pleaſed to appoint John Earl of Sandwich, George Hay, LL. D. Hans Stanley, Eſq; John Lord Carysfort, Richard Viſcount Howe, Henry Lord Digby, and Thomas Pitt, Eſq; to be Commiſſioners for executing the office of Lord High Admiral of Great Britain and Ireland.

Rear-Admiral Sir William Burnaby, in the Dreadnought, was ſent to command his Majeſty's ſhips on the Jamaica ſtation; Admiral Tyrrell, in the Princeſs Louiſa, to the Leeward Iſlands; Rear-Admiral Lord Colvil, in the Romney, to North America; Commodore Palliſer, in the Guernſey, to Newfoundland; and Commodore Thomas Harriſon, in the Centurion, to the Mediterranean. His Royal Highneſs the Duke of York deſigning to viſit Portugal, Spain, and Italy, hoiſted his flag on board this ſhip, and with the Commodore, ſailed on the 23d of September from Plymouth for Liſbon, where he arrived the 3d of October, accompanied by the Thames frigate and Valeur ſloop. His Royal Highneſs, who, on this occaſion, was pleaſed to make uſe of his title of Earl of Ulſter, met with great attention from the Court of Portugal. He ſailed from thence and arrived at Gibraltar, where he was alſo received with every mark of reſpect due to his rank. Having completely viewed this extraordinary place, he proceeded on the 28th of October to the iſland of Minorca, and arrived there on the 11th of November. After inſpecting the fortifications of the Caſtle of St. Philip's, he ſailed on the 17th of the ſame month for Genoa, where he arrived on the 28th. Here his Royal Highneſs left the ſhip. He then went to Rome, and from

from thence to Venice. At both places he was treated with the greateſt reſpect; and every exertion was made to render his ſtay as agreeable as poſſible. In Auguſt 1764, he returned to Genoa; from which, on the 17th of that month, he ſailed for Nice. From Nice, he proceeded through France: and embarking for Dover, he landed there on the 31ſt, and immediately ſet out for London.

His Majeſty was pleaſed to appoint the Earl of Sandwich to be one of his Principal Secretaries of State, and John Earl of Egmont was nominated his ſucceſſor as Firſt Lord of the Admiralty.

Commodore Palliſer was very active at his government of Newfoundland, and ſaw all the articles of the late treaty of peace, relative to the fiſhery there, properly fulfilled; which he did with ſuch addreſs, that the French, at the iſlands of Miquilon and St. Peter's, had no reaſon to be diſpleaſed with his conduct. In the Weſt Indies, the ſame harmony did not ſubſiſt between the repreſentatives of the two nations; and this is the leſs to be wondered at, when it becomes known, that the unprincipled Comte d'Eſtain was, at this time, Governor-General of St. Domingo. He, on the firſt of June this year, ſent a ſhip of the line, accompanied by a ſnow, a ſloop, and a xebeque, from Cape François to Turk's iſland, (See Note 1.) where about two hundred Britiſh ſubjects were employed in making ſalt. Theſe were immediately driven from their ſalt-works by the French, their huts plundered, and themſelves, with what veſſels they had, about nine in number, carried to Cape François. There they were confined one night; and next day allowed to depart, but on the expreſs condition of not returning to Turk's iſland. From the number of white inhabitants who went on this expedition, and the ſteps purſued by M. d'Eſtain, it appeared to be the deſign of the French to form a permanent ſettlement on this iſland.

When the Britiſh Miniſtry were informed of this infringement of the treaty of peace, a debate aroſe in Council, upon the meaſures neceſſary to be adopted with regard to France.

Upon this occaſion, all preſent, with an exception of one only, were for making a mild remonſtrance to the Court of Verſailles: and their opinion was founded upon the apprehenſion, that a more ſpirited conduct might induce that Court to break the peace; or, by ſome unforeſeen means, precipitate the nation into meaſures, that would infallibly terminate in a recommencement of hoſtilities. The perſon who ventured to ſtand ſingle in his opinion, was the late Right Honourable George Grenville; a name as illuſtrious for acuteneſs of diſcernment and probity of intention, as any one that graces the records of the Britiſh Senate. With a becoming ſpirit, he urged the neceſſity of an oppoſite conduct, as the ſureſt means of preſerving the peace; and, by his arguments convinced them, that France had been unable to continue the late war any longer; that ſhe was ſtill incapable of entering upon another; that, if we did not immediately ſhew a warm reſentment of her behaviour on this occaſion, ſhe would repeat her inſults, accompanied with menaces, which pride might induce her to realize; and that ſilence, or tameneſs on the part of Britain, would infallibly lead to a rupture. The Council, impreſſed with the truth of theſe obſervations, delegated the whole management of this buſineſs to Mr. Grenville, who immediately ſent for Count de Guerchy, the French Ambaſſador, and gave him to underſtand in plain terms, "that the French forces, who had invaded and "ſeized on Turk's iſland, muſt immediately evacuate it, and "reſtore it to the quiet poſſeſſion of the Britiſh." The Ambaſſador, in excuſe for the conduct of his Court, alleged, that the King his Maſter had claims upon that iſland, and that he was ready to enter into a negociation upon them. To this, Mr. Grenville peremptorily anſwered:—"Whatever claims you "may have, ſet them up: we will hear them: but firſt the "iſland muſt and ſhall be reſtored. We will not hear of any "claims, or of any negociation, while it remains in poſſeſſion of "the French. It is abſurd to ſeize the iſland, and then talk about "claims. When it is reſtored to his Britannic Majeſty, then, "and not till then, will a ſingle word about claims be heard or

"ad-

" admitted." He concluded, in a firm and determined manner, to this effect:—" Sir, I will wait nine days for your anſwer; " in which time, you may ſend to and receive advice from your " Court, whether the King your Maſter will immediately order " his forces to evacuate Turk's iſland, and reſtore it to the full " and quiet poſſeſſion of the Britiſh, or not: and if I do not " receive your anſwer, at the end of that time, the fleet now " lying at Spithead ſhall ſail directly for the Weſt Indies, to " aſſert the rightful claims of Britain." M. de Guerchy withdrew, and ſoon after returned to Mr. Grenville, to ſhow him the diſpatches he had prepared for his Court, in conſequence of their conference; and Mr. Grenville gave him leave to inſert in theſe diſpatches, the converſation that had paſſed between them. The matter was ſpeedily determined, as the meſſenger whom the Ambaſſador had ſent to Paris, returned to London on the ſixth day, and brought with him a copy of the orders, ſigned by the French Monarch, for reſtoring the iſland to the Britiſh, as had been required. Thus, did the ſpirited conduct of an able Miniſter, by bringing the point in diſpute to an immediate iſſue, not only enſure the continuance of peace, and eſtabliſh the honour of his country; but alſo, obtain the full indemnification to the Britiſh ſubjects, for the loſſes they had ſuſtained by the capture of Turk's iſland by the French. For this purpoſe, eſtimates were ordered to be made out; and the buſineſs was afterwards adjuſted, by the Governor of Jamaica and the Governor of St. Domingo.

The general run of events which occur in time of profound peace vary ſo little, that a recital of them becomes tireſome: and few or none of them appear of any great importance. But trifling as they may then ſeem to be, they are frequently followed by a train of conſequences, which unperceived, unite, and gradually form the baſis of the moſt momentous concerns, agitating not only particular kingdoms and ſtates, but alſo whole continents. This obſervation was ſtrongly evinced, by ſome meaſures which were this year adopted by the Britiſh Miniſtry. The general peace, which was at this time eſtabliſhed through-

out Europe, and for the happineſs of mankind, extended its influence over all the other quarters of the world, was very favourable to a deſign which his Britannic Majeſty had long formed, of ſending ſome veſſels under the command of intelligent and enterprizing officers, to explore ſuch parts of the globe as were imperfectly known, and if poſſible to aſcertain the truth of geographical opinions, which were by many conſidered as chimerical or at beſt problematical†. Theſe voyagers, beſides their deſign of making new diſcoveries, and of aſcertaining with more preciſion thoſe already made, had it alſo in view to ſearch for objects which might enlarge or improve our commerce.

The firſt who was ſent on this ſervice was the Honourable Captain John Byron, in his Majeſty's ſhip the Dolphin of twenty guns, accompanied by the Tamer ſloop, commanded by Captain Patrick Mowat. Beſides other inſtructions, Captain Byron had orders to make an accurate ſurvey of ſuch iſlands as lay to the eaſtward of the coaſt of the moſt ſoutherly part of the continent of South America. This led him to examine with great attention Falkland's iſlands: and from the favourable report which he made of them on his return, meaſures were purſued by Adminiſtration, which, by their conſequences, had nearly involved the country in a war with Spain. Theſe will be conſidered in their proper place.

1765.

The next event which falls under our notice, and which was followed by conſequences of ſtill greater importance, was the

† As it would be foreign to the plan of this work to follow theſe navigators, or to give a full account of all the particulars of their ſeveral voyages, which were undertaken by order of government from the year 1764 to 1793, and as many diſcoveries important to navigation were made in conſequence of theſe laudable enterprizes, the reader who may chuſe to peruſe it, is referred to a brief account of them at the end of the appendix. He will there find that, by their means, more uſeful geographical knowledge had been acquired during the period above mentioned, than by all the other nations of Europe ſince the days of Columbus.

the taxation of the Britiſh American Colonies by the famous Stamp Act. Without entering into any detail of the arguments which were adduced, in ſupport either of the meaſures of Government, or of the claims of the Colonies, it will be ſufficient to obſerve, that the party called the Oppoſition, availed themſelves of the diſcontent which the ſtamp act had occaſioned in America, to reprobate the conduct of the Miniſtry; and that the Americans were encouraged by the debates in the Britiſh Parliament to perſiſt in their complaints, and to urge their demands of redreſs. In the month of July, Mr. Grenville and his friends found it neceſſary or thought it expedient to reſign their places, and were ſucceeded by the following Noblemen and Gentlemen, who formed the new Adminiſtration, viz. the Marquis of Rockingham, Firſt Lord of the Treaſury; William Dowdeſwell, Eſq; Chancellor of the Exchequer: the Duke of Grafton and General Conway, Secretaries of State; the Earl of Winchelſea, Preſident of the Council; and the Duke of Newcaſtle, Lord Privy Seal. The Earl of Northington, Lord Chancellor; and the Earl of Egmont, Firſt Lord of the Admiralty, remained in office.

During the Adminiſtration of Mr Grenville, the Spaniſh Governor of Jucatan, Don Philip Ramirez d'Eſtinz, had driven away by force, the Britiſh ſettlers and logwood-cutters in the Bay of Honduras. As ſoon as the Miniſter was informed of this aggreſſion, orders were ſent to the Earl of Rochfort, the Britiſh Ambaſſador at the Court of Madrid, to make the moſt ſpirited demand for redreſs. This demand was immediately complied with by his Catholic Majeſty, who, in the moſt explicit terms, diſapproved of the Governor of Jucatan's proceedings, and ſent an order for the Britiſh ſubjects to be reinſtated in their poſſeſſions, agreeable to treaty. A duplicate of this order was ſent out to Rear-Admiral Sir William Burnaby, Baronet, commanding his Majeſty's ſquadron on the Jamaica ſtation. He accordingly ſailed in the Active frigate for the Spaniſh Main: and, in a letter to the Secretary of the Admiralty, dated off the river Balize, in the Bay of Honduras, March

March 26th, 1765, informed him, that he had ſeen the logwood-cutters reinſtated at Rowley's Bite, the New River, and Ria Honda, by the Commandant of Bacalar, in terms of an order which he had received from the Governor of Jucatan. At the ſame time, Sir William received a moſt polite letter from Don Alvarez, the ſucceſſor of Don Ramirez d'Eſtinz as Governor of Jucatan, wherein he aſſured him, that the King his Maſter diſapproved of the late Governor's conduct, in diſturbing the logwood-cutters, and for the future they ſhould be treated with the utmoſt politeneſs, and left at liberty to uſe that trade without being incommoded, and that no extortion ſhould be practiſed on any Britiſh ſubject. This matter being ſettled, Sir William Burnaby proceeded to regulate the logwood-cutters, and fixed the limits of their trade up the rivers, according to the treaties with the Spaniards: he alſo drew up a code of regulations for their police among the Baymen themſelves, and put the ſettlement on a moſt reſpectable footing: Sir William Burnaby having finiſhed all his buſineſs on this part of the coaſt, returned to Jamaica, taking with him the troops he had brought from that iſland, for reinſtating the Baymen, in caſe the Spaniards had proved refractory.

The guardſhips laſt year and this were chiefly employed in tranſporting troops to and from the iſland of Minorca, Gibraltar, the Weſt Indies, and North America; his Majeſty having formed a plan of relieving ſuch regiments as were employed on foreign ſervice, by which the whole of them ſhould have their turns of that ſervice by rotation.

The Parliament met December the 17th, and the new Miniſtry, to reconcile their conduct to the language which they had advanced while in oppoſition, brought in a bill for repealing the Stamp Act *in America, which was paſſed into a law.* But in the ſame ſeſſion of Parliament, they alſo paſſed the Declaratory Act, and thereby deſtroyed every pretenſion to popularity among the Americans, which the repeal of the ſtamp act was probably intended to produce; the Americans regarding the declaration of what they conſidered as an aſſumed power, to be equally

equally injurious to them with its actual exertion. And his Majesty's Ministers had the mortification to find, in the answers which came to the official letters of the Secretary of State, respecting the repeal of the stamp act, that this boasted concession had been received in America, with a coldness that bordered on contempt.

1766.

This Administration did not continue long in power, a new one being appointed July 1766, at the head of which the great Mr. William Pitt was supposed to stand, although he had only the office of Lord Keeper of the Privy Seal. He was on this occasion created Earl of Chatham. The Duke of Grafton was placed at the head of the Treasury: and the Honourable Charles Townshend was made Chancellor of the Exchequer. The Earl of Shelburne and General Conway were appointed Secretaries of State; but the General remained in office only until December, when he was succeeded by Lord Viscount Weymouth.

On the 16th of September, his Majesty was pleased to appoint the following Admiralty Board: Sir Charles Saunders, K.B. Honourable Augustus Keppel, Charles Townshend, Esq; Sir William Meredyth, Bart. John Buller, Esq; Henry Viscount Palmerston, and Sir George Yonge, Bart.: and on the 13th of December, he appointed a new Board of Admiralty, consisting of Admiral Sir Edward Hawke, K.B. Charles Townshend, John Buller, Esqrs. Henry Viscount Palmerston, Sir George Yonge, Bart. Rear-Admiral Sir Piercy Brett, Knt. and Charles Jenkinson, Esq.

The Honourable Captain Byron returned this year from his voyage round the world; and from the report he made of the harbour of Port Egmont in Falkland's islands, Captain John Macbride in the Jason, accompanied by two sloops and a storeship, was, soon after his arrival, sent to take possession of that place, and to form a settlement there: such a measure having, it

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is ſaid, been ſtrongly recommended by the late Lord Anſon. Nor was the deſign of making more diſcoveries laid aſide, the Dolphin was again fitted out, her bottom ſheathed with copper, and the command of her given to Captain Samuel Wallis, who, accompanied by the Swallow ſloop of war, Captain Philip Carteret, ſailed for the South Seas. The flag-officers commanding his Majeſty's ſhips on foreign ſtations were relieved by the following officers: Sir William Burnaby on the Jamaica ſtation, by Rear-Admiral Parry, in the Preſton of fifty guns; Rear-Admiral Tyrrell at the Leeward iſlands, by Vice-Admiral Pye, in the Pembroke of ſixty guns; Commodore Harriſon, in the Mediterranean, by Commodore Richard Spry, in the Jerſey of ſixty guns; Lord Colvil, on the North American ſtation, by Vice-Admiral Durell, in the Launceſton of forty-four guns. Admiral Durell dying ſoon after he arrived at Halifax, was ſucceeded in his command by Commodore Samuel Hood, in the Romney of fifty guns. Commodore Palliſer was continued in his command at the Newfoundland ſtation.

In conſequence of a petition from the Lieutenants of the Royal Navy on half-pay, preſented to the Houſe of Commons by the Hon. Captain Hervey this year, the Houſe came to the reſolution of preſenting an addreſs to his Majeſty, requeſting that his Majeſty would be graciouſly pleaſed to take into conſideration, the caſe of the Lieutenants of the Navy on half-pay, and to make ſuch further proviſion for ſo deſerving and uſeful a body of men, (not exceeding one ſhilling a-day,) over and above their preſent half-pay, (two ſhillings) as his Majeſty in his wiſdom ſhall think fit; and aſſuring his Majeſty, that the Houſe would make good the ſame.

1767.

On the 17th of September this year, his Royal Highneſs Edward Auguſtus, Duke of York, next brother to the King, died at Monaco in Italy. He was born March the 14th, 1739; and,

and, in March 1760, created Duke of York and Albany. In 1761, he was made a Rear-Admiral of the Blue; and in 1762, Vice-Admiral of the Blue. His Royal Highneſs had been much fatigued by his journey through the ſouth of France, and particularly by viſiting the port and fortifications of Toulon, which took him two days in the hotteſt weather of the ſeaſon. Immediately after this, on Thurſday, September the 3d, he embarked at Antibes for Genoa; but finding himſelf extremely heated and out of order, he was prevailed on to put into Monaco, where he inſtantly took his bed. At firſt, his diſorder ſeemed to give way to the remedies which were applied; but on the 9th he relapſed. He gave orders, that in the event of his diſeaſe increaſing, Doctor James's Powder ſhould be given him. They were accordingly adminiſtered to him on the tenth; and, on every repetition of them he felt ſome relief, until a very few days before his death, when there appeared ſymptoms of a mortification of his bowels, which terminated his life.

During the courſe of his painful illneſs, he behaved with the greateſt fortitude and reſignation. The Prince of Monaco paid all poſſible honours to his deceaſed gueſt. The body lay in ſtate, attended by his Highneſs's guards, until Sunday, September 20th, when it was carried in grand proceſſion from the palace to the beach. There it was received by Commodore Spry, and put on board his long-boat; where a canopy covered with black was prepared for its reception, and the Royal Standard was hoiſted half-ſtaff up. This boat, with the mutes in it, was towed by the Captains barges, and followed by the Commodore's barge, which contained his Royal Highneſs's ſervants, and by two more barges for the remaining officers. From the time when the proceſſion ſet out, the Montreal frigate, to which the body was to be conveyed, fired minute guns until it was received on board, when the Royal Standard was hoiſted half-ſtaff up, and the minute guns ceaſed. The Prince of Monaco continued at the water-ſide until the body was on board. The garriſon then fired two rounds of cannon, and the regiment two rounds of running fire. The Montreal immediately

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ſailed for England, and arrived at St. Helen's on the 28th of October, and on the 30th at the Nore; where ſhe was met by his Majeſty's yacht the Mary, on board of which his Royal Highneſs's corpſe was put. On the ſecond of November it was landed at Greenwich, from whence it was conveyed in a hearſe, in grand proceſſion, to the Prince's Chamber, Whitehall. During the remainder of that day, it lay there in ſtate; and on the third, at ten o'clock at night, was privately interred in the royal vault in K. Henry VII's Chapel. The body was covered with a holland ſheet, and a black velvet pall, adorned with eight eſcutcheons of his Royal Highneſs's arms, under a canopy of black velvet. The pall was ſupported by Lords Le Deſpencer, Bottetourt, Bruce, and Boſton, two on each ſide. The canopy was ſupported by eight Admirals, four on a ſide, in their uniform coats, black waiſtcoats, and crapes in their hats and on their arms. Theſe were Sir Edward Hawke, K. B.; the Duke of Bolton; Sir Charles Saunders, K. B.; Francis Geary, Eſq; Thomas Frankland, Eſq; Sir Charles Hardy, Knt.; Sir Samuel Corniſh, Bart.; and Sir George Brydges Rodney, Bart.: his Grace the Duke of Grafton was chief mourner. He was dreſſed in a long black cloak, and his train was borne by Sir Peter Denis, Bart. His ſupporters were the Dukes of Montagu and Northumberland, alſo in black cloaks; and his aſſiſtants were the Earls of Huntingdon, Denbigh, Peterborough, Litchfield, Pomfret, Orford, Harcourt, and Delawar.

In September this year, a partial change of Adminiſtration took place, and ſome friends of the Duke of Bedford came into office. Lord North ſucceeded the late Mr. Charles Townſhend, as Chancellor of the Exchequer; and Earl Gower was made Preſident of the Council: ſoon after, General Conway was ſucceeded as Secretary of State by Viſcount Weymouth.

On the 28th of July this year, the Lord Commiſſioners of the Admiralty ſignified his Majeſty's pleaſure, that the embroidered uniform cloathing, appointed to be worn by Flag-Officers, and the full-dreſs uniform cloathing, appointed to be worn by Captains, Commanders, and Lieutenants of his Majeſty's fleet, be diſcon-

diſcontinued; and that the frock uniform cloathing, appointed alſo to be worn by the ſaid officers, be altered as follows.

The Admirals frocks to have narrow lappels down to the waiſt; ſmall boot cuffs; a ſingle lace inſtead of treble lace down the ſide ſkirts; to be laced with plain mouſquetaire lace, agreeable to the pattern lodged at the navy office; and in all other reſpects to be the ſame as now worn.

The Captains and Commanders frocks to have narrow lappels down to the waiſt; and in all other reſpects to continue as they are now worn.

The Lieutenants frocks to have narrow lappels down to the waiſt; ſlaſh cuffs like the Commanders, (without lace) inſtead of roll cuffs; and in all other reſpects to continue as they are now worn.

In the courſe of the year 1767, two acts of Parliament had been paſſed in England, which related to America: the firſt, impoſing certain duties on glaſs, painter's colours, and teas imported into that country; and the ſecond, appointing Commiſſioners of the Cuſtoms to be reſident there. Theſe laws did not fail to aggravate the ſpirit of diſcontent and oppoſition, which had already been rouſed in America, and which became moſt ungovernable in the town of Boſton in New England.

1768.

At Charleſtown, in South Carolina, it had become the common practice, for veſſels to omit calling at the Cuſtom-houſe for the neceſſary papers, either at coming into port, or going out of it; and the officers, who knew that this practice was contrary to the law, were either fearful to reſiſt, or unable to prevent it. But Captain Hawker, of his Majeſty's ſloop the Sardoine, being ſtationed here, and having reſolved, that the maſters of veſſels ſhould no longer proceed in this manner with impunity, ſeized a ſchooner which had not a ſingle paper on board. This meaſure not only enraged all the mercantile people there,

there, as it was a common cauſe with them, but it went farther. Even the lawyers of the province poſitively declared, that they would not be employed on the part of the King, but would readily plead for the oppoſite ſide. The Collector of his Majeſty's Cuſtoms incurred the diſpleaſure of the merchants, by becoming ſurety for Captain Hawker's carrying on the proſecution; and by declaring, that he would not in future overlook ſuch glaring irregularities in trade: ſo far did they carry their reſentment, as to contribute money for conducting proſecutions againſt the Collector. The mob threatened deſtruction to Captain Hawker and his crew, if they ſhould perſiſt in examining their veſſels; but the Captain diſregarded their threats, and acted with ſuch ſpirit, as compelled them to provide themſelves with the neceſſary papers from the Cuſtom-houſe.

In the autumn of this year, a change in Adminiſtration took place. The Earl of Chatham, finding that he did not poſſeſs that power in the Cabinet, to which he thought himſelf entitled as Miniſter, reſigned his office of Lord Privy Seal; and the Earl of Shelburne, one of the Secretaries of State, followed his example. The Earl of Chatham was ſucceeded in office by the Earl of Briſtol; the Earl of Shelburne, by Lord Viſcount Weymouth in the Southern, and Lord Weymouth by the Earl of Rochfort, in the Northern Department. As the affairs of the Colonies were every day becoming more important, it was found expedient to appoint a Secretary of State for the American Department, and this office was conferred on the Earl of Hillſborough, who alſo preſided as firſt Commiſſioner of Trade and Plantations.

A relief of the flag-officers on ſeveral ſtations took place this year. Commodore Arthur Forreſt was ſent to command his Majeſty's ſhips at Jamaica; Commodore Man to the Leeward Iſlands; and Commodore Proby to the Mediterranean.

Great complaints having come from the Eaſt Indies of miſconduct in the ſervants of the Eaſt India Company, the Directors adopted the reſolution of ſending out three Superviſors, veſted with the moſt ample authority, to make enquiries into all abuſes

abuſes committed there, and to redreſs grievances. The gentlemen named to theſe confidential appointments were Henry Vanſittart, Luke Scrafton, and John Ford, Eſqrs. They embarked with their retinue on board his Majeſty's ſhip Aurora, and got ſafe to the Cape of Good Hope; but after their departure from thence, no accounts of them were ever received. The general conjecture concerning their unfortunate fate was, that the veſſel muſt have been conſumed by fire. Sir John Lindſay made all poſſible ſearch for them, at every place where he thought they might have been ſhipwrecked, but without effect.*

The Directors of the Eaſt India Company requeſted Government, to ſend ſome ſhips of the line to protect their ſettlements in India; and Lord Viſcount Weymouth, one of his Majeſty's Principal Secretaries of State, wrote to them, that their requeſt would be complied with; but that his Majeſty expected, that the Commander in Chief of his ſquadron in India ſhould have a voice in all Councils where peace or war was to be debated: on the receipt of this letter, the Directors called a Court of Proprietors, where, after much debate, it was reſolved by one hundred and ſeventy-ſeven votes againſt ninety-five, that the Commander in Chief of ſuch ſquadron ſhould not have a voice with regard to peace or war. His Majeſty therefore countermanded the order for equipping the ſhips of the line deſtined for this ſervice; but a ſmall ſquadron of frigates, (See Note 3.) of which the Aurora was to compoſe a part, was ſent in their place, under Commodore Sir John Lindſay, who, while he commanded in India, was made a Knight of the Honourable Order of the Bath.

His Majeſty was pleaſed to order his Royal Highneſs the Duke of Cumberland to be promoted to the rank of Rear-Admiral of the Blue, and that he might be inſtructed in the evolutions of a fleet, he hoiſted his flag on board the Venus frigate, and put to ſea on the 15th of June, with a ſquadron of ſmall ſhips.—(See Note 4.) After cruizing for ſome weeks in the Channel, he returned to Spithead.

* Mr. William Falconer, the Author of the Marine Dictionary, and of the beautiful Poem the Shipwreck, was Purſer of this unfortunate ſhip.

1769.

MEDITERRANEAN.

The Montreal and Carysfort frigates, commanded by Captains Cosby and Vandeput, being at Leghorn on the 17th of April, when the Emperor of Germany, and his brother the Grand Duke of Tuscany, arrived there; the Governor of the place sent notice to Sir John Dick, his Majesty's Consul, that these great personages intended, as soon as they had dined, to go on board the frigates. Of this Sir John immediately informed the two Captains, and presently after went himself on board the Montreal, which got under way and stood close in-shore, in order to receive these illustrious visitors, who were conducted on board in barges. As soon as they reached the quarter-deck of the Montreal, both frigates fired a salute of twenty-one guns. They continued on board near two hours, during which time Captain Cosby kept his ship under sail, and on passing by the Carysfort, she also got under way, and accompanied the Montreal. Their Highnesses expressed great satisfaction with the entertainment they received on board the frigates, and the Grand Duke introduced Sir John Dick to his Imperial Majesty. When these illustrious visitors had got into their barges, and were rowing to the shore, the frigates fired a salute as they had done when they came on board. Next day, the two Captains landed at Leghorn, and were presented by Sir John Dick to his Imperial Majesty and the Grand Duke.

AFRICA.

The following melancholy affair happened on the coast of Africa. In consequence of orders given to the commanding officer of his Majesty's ships on this station, to search for and take possession of the island of Arguin; he sent Captain Francis O'Hara of his Majesty's sloop the Cygnet on this service; who, leaving his ship off Cape Blanco, proceeded in an armed tender, provided for the purpose, and steered close along shore,

ſhore, in hopes of falling in with the iſland. On the 11th of June he met with a boat, in which were ſome Moors, who, diſcovering by the colours that the tender was Britiſh, came on board, aſſuring Captain O'Hara of their friendſhip; and upon learning what was the object of his ſearch, they proffered to conduct him to the iſland of Arguin. Their offer was accepted, and they reached the iſland on the 14th. The tender having anchored about three hundred yards from the ſhore, Captain O'Hara, attended by five or ſix of his crew, landed in a ſmall boat, leaving orders with the commanding officer on board, to be in readineſs with his guns and ſmall arms to fire, in caſe he ſhould be attacked by the natives; and fixing the ſignal for ſo doing to be the diſcharge of a piſtol. Captain O'Hara, on his landing, was received with great civility by the natives; to whom he ſaid, that he had come by order of the King his Maſter to viſit the iſland, and to hoiſt Britiſh colours on an old ruined fort; aſſuring them, that he did not intend the leaſt harm to them by ſo doing. They appeared not to reliſh the propoſal of hoiſting the colours, and made ſome little buſtle; but on being informed by the Captain that the King his Maſter had ſent them ſome preſents, which were in the ſhip, and which he requeſted them to come on board and ſee, they became pacified, and in great numbers ran to the beach to launch their boats and canoes, to accompany him. The commanding officer of the tender, upon ſeeing this multitude of the natives, and not obſerving Captain O'Hara among them, thought they were coming to attack him, and unfortunately gave orders to fire all his guns and ſmall arms; by which above twenty of the natives were killed, and many more wounded. He then ordered the cable to be cut, and made off with all poſſible ſpeed. On this, the natives attacked Captain O'Hara, who was ſlightly wounded before he had time to ſurrender himſelf. The Captain and his men were made priſoners, and carried up the country; and although he ſoon convinced the natives that he was not to blame, his vexation of mind produced a fever, which, from want of proper aſſiſtance, carried him off in a few days. Had he ſurvived, he would have

been taken to Senegal, as his people were, and there ranſomed. Some unhappy miſtake produced this fatal event. The commanding officer on board declared, that he heard the report of a piſtol, on which he gave orders to fire. He was tried by a Court-martial and acquitted.

1770.

The diſputes with our American colonies unfortunately continued ſtill to increaſe this year; and an affair, trifling in itſelf, had nearly involved Great Britain in a war with Spain. A change took place in the Miniſtry, but none in the meaſures purſued with reſpect to America. The Duke of Grafton reſigned his office of Firſt Lord Commiſſioner of the Treaſury; and on the 28th of January, Lord North was appointed his ſucceſſor. On the 12th of April, a bill repealing the duties on painter's colours and glaſs, imported into North America, received the royal aſſent; but this bill left the duty of threepence per pound on tea to operate as an internal tax, and it is to be lamented that this clauſe ſhould have remained.

Governor Bernard by his Majeſty's order returned to England, and was followed home by a number of complaints from the Aſſembly of Maſſachuſet's Bay. During his abſence, Lieutenant-Governor Thomas Hutchiſon preſided in the colony.

On the 26th of October, his Majeſty was pleaſed to appoint Thomas Hutchiſon, Eſq; to be Captain-General and Governor in Chief of the province of Maſſachuſet's Bay, in New England, in the room of Sir Francis Bernard, Bart.; Andrew Oliver, Eſq; to be Lieutenant-Governor, and Thomas Flucker, Eſq; to be Secretary.

On the 24th of February, Lord Viſcount Liſburne, Francis Holburne, Eſq; and the Honourable Charles James Fox, were made Commiſſioners of the Admiralty, in room of Charles Townſhend, Eſq; Sir George Yonge, Bart. and Sir Piercy Brett, Knt.; and in December this year, George Earl of Halifax

fax was made Lord Privy Seal, in the room of the Earl of Briſtol; and John Earl of Sandwich one of his Majeſty's Principal Secretaries of State, in room of Lord Weymouth.

It was mentioned, that a rupture with Spain had very nearly taken place, from the following cauſe. Commodore Byron having, on his return from his voyage round the world, made a favourable report of a harbour he had diſcovered at the Malouin or Falkland's iſlands, ſituated not far diſtant from the eaſtern entry of the Straits of Magellan in South America, which he named Port Egmont, in honour of the then Firſt Lord of the Admiralty, Captain Macbride in the Jaſon frigate, attended by two ſloops and a ſtoreſhip, was ſoon after ſent to take poſſeſſion of it. The ſtoreſhip carried out ſtores, ſome cannon, and a portable blockhouſe, which had been conſtructed at Deptford, and which admitted of being taken to pieces and put on ſhipboard. After Captain Macbride's return, ſome ſloops of war were occaſionally ſent thither. At the diſtance of a few months after the Britiſh had taken poſſeſſion of Port Egmont, the French made a ſort of ſettlement on the eaſt part of the ſame iſland, about thirty leagues from the Britiſh, which they called Port Louis; but finding it of no material advantage, they reſigned it to the Spaniards, who named it La Solidad.

In autumn 1769, there were three ſloops of war ſtationed here, viz. the Tamer, Favourite, and Swift, commanded by Captains Hunt, Maltby, and Farmer. The Tamer being on a cruize, fell in with a ſmall veſſel called the St. Philip, belonging to the King of Spain, which was taking a ſurvey of the iſlands. Captain Hunt warned the commander of the Spaniſh veſſel to quit the iſlands, as they belonged to the King of Great Britain; upon which he departed: but in two days after, he rejoined the Tamer, at a harbour in the iſland on which La Solidad is ſituated, and brought an officer along with him, who was charged with two letters from the Governor of the Spaniſh ſettlement to Captain Hunt. This officer had orders to proteſt againſt Captain Hunt, for having obliged the St.

Philip to retire a few days before; and alſo, to require the Britiſh to quit the iſlands in ſix months, as they belonged to his Maſter the King of Spain. Soon after, two frigates from Buenos Ayres, having troops on board for the Spaniſh ſettlement at La Solidad, arrived at Port Egmont. They pretended to be in want of water; mutual civilities paſſed; and when ſupplied with water, they departed. Captain Hunt on this came home in the Tamer, to report what had happened. He arrived on the 3d of June, 1770, in Plymouth. On the 22d of September, the Favourite ſloop arrived at Spithead. In the Favourite came paſſenger Captain Farmer, who had the misfortune to loſe his ſhip the Swift; (See Note 5.) and who by letter informed the Secretary of the Admiralty, that on the fourth of June, a Spaniſh frigate called the Induſtry, had anchored in the harbour of Port Egmont; that her Commander had ſaid that he was on his voyage to Port Solidad, but having been fifty-three days from Buenos Ayres, was in want of water; that on the ſeventh, four more Spaniſh frigates arrived, and a broad pendant was hoiſted on board the Induſtry: and having diſcovered that the intention of the Spaniards was to diſpoſſeſs the Britiſh of this ſettlement, he landed the crew of the late Swift ſloop to defend the blockhouſe, and ordered Captain Maltby to anchor the Favourite as near it as he could with ſafety. But finding, from the ruinous condition of the fortifications, and the ſmallneſs of the force which he had to defend them, that he could make no effectual oppoſition to ſuch an armament, he had requeſted and obtained a capitulation.*

When this tranſaction was laid before the public, and they learned, that the Spaniards had not only preſumed to fire on one of his Majeſty's ſhips, but had the inſolence to detain her twenty days after they had obtained poſſeſſion of Port Egmont, and to enforce this detention, had ordered her rudder to be brought on ſhore; the whole kingdom was incenſed, and called loudly

* For an account of the Spaniſh force and terms of this capitulation, together with the correſpondence that took place between the commanding officers, vide Appendix. (Note 6.)

loudly on Adminiſtration for redreſs. The Spaniſh Court had been early apprized of this affair, by letters from M. Bucarelli, the Governor of Buenos Ayres; who, on the return of the two firſt frigates to that place, had immediately prepared an armament of conſiderable force to diſpoſſeſs the Britiſh of their ſettlement at Falkland's iſland, without ſo much as waiting for the King of Spain's orders on this head. At leaſt ſo the Spaniſh Miniſtry averred; and the Britiſh Court was willing to admit this repreſentation, which afforded them an opportunity of getting rid of a diſagreeable buſineſs in a handſome manner: if the Spaniards were not determined, at all events, to come to an open rupture. A negociation was accordingly begun; but that, if this meaſure ſhould fail of producing the wiſhed for accommodation, we might be prepared to meet the worſt, rendezvouſes for inliſting ſeamen to man his Majeſty's ſhips were, on the 20th of Auguſt, opened at London, Portſmouth, Plymouth, and the other principal ſeaports of the kingdom; ſixteen ſhips of the line, and ſeveral frigates, were put in commiſſion, (See Note 7.) and a great augmentation was made to the land forces.

Upon this occaſion, his Majeſty thought proper to appoint the following promotion of Flag-Officers, which took place on the 18th of October, viz.

Honourable John Forbes
Francis Holburne, Eſq; } Admirals of the White.

Sir Thomas Frankland, Bart.
Harry Duke of Bolton
Sir Charles Hardy, Knight
George Earl of Northeſk
Rt. Hon. Sir C. Saunders, K. B. } Admirals of the Blue.

Thomas Pye, Eſq;
Sir Samuel Corniſh, Bart.
Francis Geary, Eſq; } Vice-Admirals of the Red.

Sir Geo. Brydges Rodney, Bart.
Sir William Burnaby, Bart.
James Young, Eſq; } Vice-Admirals of the White.

Sir Piercy Brett, Knight
Sir John Moore, Bart.
Sir James Douglas, Knight
Sir John Bentley, Knight
} Vice-Admirals of the Blue.

George Lord Edgecumbe
Samuel Graves, Eſq;
William Parry, Eſq;
Honourable Auguſtus Keppel
} Rear-Admirals of the Red.

John Amherſt, Eſq;
His R. H. Henry Frederick, Duke of Cumberland
} Rear-Admirals of the White.

And the following Captains to be Flag-Officers, viz.

Sir Peter Denis, Bart.
Matthew Buckle, Eſq;
} Rear-Admirals of the White.

Robert Man, Eſq;
Richard Spry, Eſq;
Robert Harland, Eſq;
Richard Lord Viſcount Howe
} Rear-Admirals of the Blue.

Several Captains, having been paſſed over in the above promotion, gave in a memorial to his Majeſty, ſtating their ſervices, and the hardſhip of this ſuperceſſion; when his Majeſty being fully ſatisfied with the juſtneſs of their claims, was pleaſed, on the 24th of October, to order the following further promotion to take place, viz.

Sir Geo. Brydges Rodney, Bart.
Sir William Burnaby, Bart.
} Vice-Admirals of the Red.

Sir Piercy Brett, Knt.
Sir John Moore, Bart. and K. B.
Sir James Douglas, Knt.
} Vice-Admirals of the White.

Sir John Bentley, Knt.
George Lord Edgecumbe
Samuel Graves, Eſq;
William Parry, Eſq;
Hon. Auguſtus Keppel
John Amherſt, Eſq;
His R. H. Henry Frederick, Duke of Cumberland
} Vice-Admirals of the Blue.

And

And the following Captains to be Flag-Officers, viz.*

Robert Hughes, Eſq; — Rear-Admiral of the Red.

Clark Gayton, Eſq;
John Barker, Eſq;
Lucius O'Brien, Eſq; } Rear-Admirals of the White.

John Montagu, Eſq;
Thomas Craven, Eſq;
James Sayer, Eſq; } Rear-Admirals of the Blue.

And to rank as ſuch with officers of the ſame flag, according to their ſeniority as Captains. The Hon. Captain Samuel Barrington ſucceded Lord Viſcount Howe, as Colonel of Marines. Commodore Byron was made Governor of Newfoundland.

It was much ſuſpected that the French Miniſtry, who were known to be inclined to war, were interfering in the negociation, and endeavouring to draw the Spaniſh Court into their views; as Prince Maſſerano, the Catholic King's Ambaſſador in London, was obſerved about the beginning of November to change his language. For ſome time, the treaty of accommodation was in ſuſpenſe, and the nation expected that orders would be given for a commencement of hoſtilities. More ſhips were accordingly put in commiſſion; inſtructions were given to fit up ſeveral three-decked ſhips for the reception of flags, even the

* This laſt promotion made the Rear-Admirals rank as follows:

Sir Peter Denis, Bart.
Robert Hughes, Eſq;
Matthew Buckle, Eſq;
Robert Man, Eſq; } Rear-Admirals of the Red.

Clark Gayton, Eſq;
John Barker, Eſq;
Richard Spry, Eſq;
Lucius O'Brien, Eſq; } Rear-Admirals of the White.

John Montagu, Eſq;
Thomas Craven, Eſq;
Robert Harland, Eſq;
James Sayer, Eſq;
Richard Viſcount Howe } Rear-Admirals of the Blue.

the Admirals were named for the different commands, and Sir James Harris, (now Earl of Malmeſbury) who was the Britiſh Miniſter at the Court of Madrid, had orders to take leave and withdraw: in ſhort, every thing indicated an immediate war. (See Note 8.) But all of a ſudden the negociation was renewed; and ſoon after, the Prince Maſſerano ſigned a Declaration, which was accepted by the Court of London.—(See Note 10.) The preſervation of peace, on this occaſion, was entirely owing to the late King of France. The Spaniſh courier with the King of Spain's ultimatum, having been directed to take Paris in his way to London, the King of France, who began to ſuſpect that his Miniſters were exceeding his orders, examined the diſpatches himſelf; and a change in the French Miniſtry immediately ſucceeded. The Dukes of Choiſeul and Praſlin, who had long directed the French affairs, were diſgraced. The courier was ſent back to Madrid, with a letter to the King of Spain written by the King of France's own hand; wherein he adviſed his Catholic Majeſty to remain at peace with Great Britain: but in caſe he was determined againſt following this advice, he aſſured him, that he muſt expect no aſſiſtance from France; as his reſolution was, to take no part in the war. This had the deſired effect, and once more brought the Spaniards to reaſon.

1771.

The diſputes between Great Britain and the North American Colonies ſtill run very high, and the ferment was in no place ſo great as at the town of Boſton in New England. The Aſſembly of the province of Maſſachuſet's Bay, by ſome of their reſolves, ſhewed how much they were diſpleaſed with the laws made by the Parliament of Great Britain: and at Boſton, it was reſolved not to receive any tea from England, until the duty laid on it ſhould be repealed.

A ſquadron was ſent to the Eaſt Indies, under the command of

of Rear-Admiral Sir Robert Harland; (See Note 9.) another to Jamaica, under the command of Vice-Admiral Sir George Brydges Rodney, Bart.: (See Note 10.) and a ſmall ſquadron, under the command of Captain Stot in the Juno, was diſpatched to receive Port Egmont from the Spaniards. (See Note 11.) It arrived off that place in the evening of the 13th of September; and Captain Stot next morning obſerving Spaniſh colours flying, and troops on ſhore, ſent a Lieutenant to know if there was any officer there, empowered by his Catholic Majeſty to make reſtitution of the place to him, agreeable to the inſtructions which he had received from his Britannic Majeſty for that purpoſe; duplicates of which he was ready to deliver to the perſon who was properly inſtructed and empowered to receive them. He was anſwered, that Don Franciſco de Orduna, a Lieutenant of the Royal Artillery of Spain, was furniſhed with full powers, and ready to effect the reſtitution. Don Franciſco ſoon after came on board the Juno; when Captain Stot delivered to him his Catholic Majeſty's orders. They then proceeded to make the neceſſary arrangements; and having examined into the ſituation of the ſettlement and ſtores, and interchanged inventories, on Monday the 16th of September Captain Stot landed, followed by a party of marines, and was received by the Spaniſh officer, who formally reſtored Falkland iſland, Port Egmont, its fort, and other dependencies, to the King of Great Britain: this was announced by hoiſting his Majeſty's colours on the fort. The next day Don Franciſco, with all the troops and ſubjects of the King of Spain, departed in a ſchooner for Buenos Ayres.

Rear-Admiral Sir Peter Denis was appointed to the command of his Majeſty's ſhips in the Mediterranean, as was Rear-Admiral Montagu to thoſe on the North American ſtation: and a ſquadron of guardſhips was ſent to ſea to cruize for a few weeks, under the command of Rear-Admiral Spry. On the 26th of January this year, his Majeſty was pleaſed to appoint John Earl of Sandwich to be Firſt Lord Commiſſioner of the Admiralty, in place of Sir Edward Hawke. George Earl

of

of Halifax was appointed one of his Majeſty's Principal Secretaries of State, and Henry Earl of Suffolk, Lord Keeper of the Privy Seal. The Earl of Halifax dying, his Majeſty on the 12th of June appointed the Earl of Suffolk, Secretary of State; and the Duke of Grafton, Lord Privy Seal.

1772.

On the 24th of June, his Majeſty was pleaſed to appoint William Earl of Dartmouth to be Secretary of State for the American Department, in room of the Earl of Hillſborough.

In conſequence of a revolution, which happened in January, at the Court of Denmark, a ſeparation took place between his Daniſh Majeſty and his Queen, ſiſter to our moſt gracious Sovereign; and her Majeſty having reſolved to quit the Daniſh dominions, and reſide at Zell in the Electorate of Hanover, a ſmall ſquadron, (See Note 12.) under the command of Captain Macbride, was ſent to conduct her from the Caſtle of Cronſtadt, near Elſineur, to Stade. When the ſquadron came to anchor, the Caſtle ſaluted them with a triple diſcharge from twenty-ſeven pieces of cannon, which ſalute was immediately returned. Her Majeſty embarked on board of Captain Macbride's ſhip, accompanied by his Excellency Sir Robert Murray Keith, his Majeſty's Ambaſſador at the Court of Copenhagen, who had diſplayed very great abilities and zeal in this unfortunate buſineſs, and ſupported, with great dignity and firmneſs, the honour of his King and Country. The ſquadron arrived at Stade on the 6th of June, where her Daniſh Majeſty was received with every token of reſpect.

On the 31ſt of Auguſt, a violent ſtorm happened at the Leeward iſlands, on which ſtation Rear-Admiral Parry commanded his Majeſty's ſhips and veſſels. It was felt with particular ſeverity at Engliſh Harbour, in the iſland of Antigua, where the Admiral then was, with his Majeſty's ſhip Chatham, on board of which his flag was flying, together with the Active and Sea-

horſe

horſe frigates, and Falcon ſloop, were driven aſhore, and the Chatham loſt her fore-maſt. When the ſtorm abated they were all fortunately got off.

In the month of June, Rear-Admiral Spry, with ſeven ſail of the line, (guardſhips) and two frigates, (See Note 13.) was ſent out on a cruize, in order to exerciſe the men. Commodore (now Lord) Shuldham, was appointed Governor of Newfoundland. Commodore Sir Edward Hughes relieved Rear-Admiral Sir Robert Harland, in the command of his Majeſty's ſhips in the Eaſt Indies; as did Rear-Admiral Gayton, Admiral Sir George Rodney at Jamaica; and Rear-Admiral Man, Rear-Admiral Sir Peter Denis in the Mediterranean.

The ſpirit which the North American colonies diſcovered to reſiſt the acts of the Britiſh Parliament for raiſing a revenue there, was applauded by ſome men of eminence in England, by which the leaders of the people in North America were greatly encouraged to perſevere in their oppoſition to the meaſures of Government. The people of that country were alſo very generally agreed in their ſentiments, reſpecting the mode of taxation which the Miniſtry had adopted; and the men who principally directed their reſolution, were poſſeſſed of very conſiderable abilities. But unfortunately for both countries, his Majeſty's Miniſters were miſinformed reſpecting the general concurrence and unanimity, which to a great degree prevailed among the coloniſts; and in conſequence, viewed the reſolutions of a great majority of the people, as the acts of a diſcontented faction, and took their meaſures accordingly. In the colonies many meetings were held, which generally ended in framing ſtrong remonſtrances and violent reſolutions, againſt importations from Great Britain; and in all theſe meaſures, the town of Boſton took the lead. At ſome of the other ports in America, the people were leſs violent; but in general, they entertained the ſame ſentiments reſpecting the conduct of the mother-country.

The laws enacted in Great Britain, for the purpoſe of reſtraining and regulating the trade in the colonies, and for preventing ſmuggling, had been long looked upon, in that country,

as

as a conſiderable grievance; but the eaſe with which thoſe laws were evaded, rendered them more tolerable than they would otherwiſe have been, and made reſiſtance unneceſſary. When the Britiſh Miniſtry reſolved to raiſe a more effective revenue in America, they began by giving orders to his Majeſty's ſhips upon that ſtation, to put the laws againſt ſmuggling in force with the utmoſt rigour. Theſe orders were, very properly, put in ſtrict execution by the officers of the Navy; but as they occaſioned a very conſiderable change in the trading ſyſtem of that country, they were loudly complained of by the coloniſts, who broke out, on ſome occaſions, in open acts of violence. In particular, Lieutenant William Dudingſtone,* who commanded the Gaſpé ſchooner, on the Rhode Iſland ſtation, had diſtinguiſhed himſelf by a ſtrict diſcharge of this part of his duty, which drew upon him the reſentment of all the people of that colony, who had, in other reſpects, taken an active part againſt Government. On the night of the 10th of June, the Gaſpé ſchooner being aground in the river leading up to the town of Providence, was ſuddenly boarded by upwards of two hundred armed men, who came in boats. Mr. Dudingſtone and his crew made a moſt gallant defence, and killed and wounded ſeveral of the aſſailants; but they were at laſt overpowered by numbers, who diveſted them of the command, and burnt the veſſel. In this conflict, ſeveral of the ſchooner's people were wounded. Lieutenant Dudingſtone, in particular, had his right-hand almoſt cut off at the wriſt by a hanger, and received a dangerous wound from a muſquet-ball in the thigh. The treatment which he and his crew met with when put aſhore, ſtrongly marked the ſentiments and diſpoſitions of the people. His Majeſty was ſo well pleaſed with the ſpirit and conduct of the Lieutenant, that he ordered him to be promoted to the rank of Maſter and Commander, and ſettled a penſion of five ſhillings a-day on him during life. His officers and crew were likewiſe indemnified, for the loſſes they had ſuſtained upon this occaſion. The Commiſſioners of the Cuſtoms in North America offered a reward of 500l. together with a pardon, if claimed

* Now a ſuperannuated Rear-Admiral.

claimed by an accomplice, for discovering and apprehending any person concerned in attacking and burning his Majesty's schooner Gaspé, but no effectual discovery was ever made.

1773.

This year an occurrence happened, which, in the present irritable state of the North American colonies towards Great Britain, exasperated the inhabitants of New England to such a degree, as in a great measure to preclude all means of reconcilement between them and the mother-country, and accelerate the commencement of the civil war that ensued. This was the conveying to the Assembly of Massachuset's Bay, several confidential letters, which had been written by Mr. Hutchison, the Governor; and Mr. Oliver, the Lieutenant-Governor of that province. The letters not only contained information respecting the situation of affairs there, but made the Ministry, to whom they were supposed to be communicated, acquainted with the characters and views of the leaders of the people, and with the temper and disposition of the inhabitants; suggesting also, what they thought the probable means of bringing back the colony to obedience, and the necessary measures to be prosecuted for that purpose. And as they were written by men of sense and observation, who had long resided there, and who were known to be zealous in the discharge of their duty, it will not be thought surprizing, that their contents should have kindled indignation and resentment in the breasts of the Assembly, which the violence of its proceedings and resolutions soon evinced. These letters, written to Mr. Wheatley, who had been Secretary to the Treasury, but who then held another office, were, after his death, by some means obtained by the late Dr. Benjamin Franklin, at that time Postmaster-General of America, and Agent in Great Britain for the Assembly of Massachuset's Bay, and by him transmitted to his friends at Boston. For his conduct in this transaction, Doctor Franklin was

was called before the Privy Council, and accuſed of having ſurreptitiouſly poſſeſſed himſelf of thoſe letters, which were ſaid to be of a private nature, although they referred to public affairs. Doctor Franklin would not give any account how he came by the letters, and declared, that he looked upon them as public letters, written with a malicious intention of miſrepreſenting his conſtituents to the Britiſh Government, and that he conſidered it to be his duty to tranſmit them as he had done, for the information of the Aſſembly. As much has been ſaid for and againſt the Doctor's conduct in this tranſaction, the reader is referred for farther particulars, to the publications which appeared about that time, upon both ſides of the queſtion.

On the 9th of February, Lord Viſcount Howe preſented a petition to the Houſe of Commons from the Captains of his Majeſty's Navy, praying a reaſonable increaſe to their half-pay. His Lordſhip moved, that the matter contained in the petition ſhould be referred to a Committee, to take the ſame into conſideration. He then ſtated to the Houſe, the grounds on which the petition was founded; and pointed out the manner of paying and providing for the Captains of the Navy, from the time of their firſt having any regular exiſtence as a corps, to that of the eſtabliſhment by which their pay was at preſent fixed: and he made it perfectly clear to the Houſe, that from the reign of Queen Elizabeth to the year 1715, when they were placed upon their preſent eſtabliſhment, they were always highly rewarded by poſts of conſiderable profit, by particular gratifications, or by an half-pay double to what they now received.

Lord North oppoſed the petition, but it was ſo well ſupported by the Honourable Captain Phipps, (afterwards Lord Mulgrave); Mr. Thomas Townſhend, (afterwards Viſcount Sydney); Sir Gilbert Elliot, and others, that on the vote it was carried to refer it to a Committee, 154 to 45. Sir Gilbert Elliot obſerved to the Houſe, "that, however well convinced the Chancellor of the "Exchequer might be, and many others in Adminiſtration, of "the impropriety of giving way to the preſent application, he "nevertheleſs thought, that the rank and acknowledged ſervices

"of

" of the petitioners, at leaſt entitled them to a candid hearing. " Many circumſtances might come out in an inquiry of ſuch a " nature, which would be well worth the attention of the Houſe. " In the year 1692, the pay of a Captain in the Navy was 1l. 7s. " per day, with an allowance of twelve ſervants, at ſixpence " a-day each, which made the whole 1l. 13s. The year after, " a different arrangement took place, and the pay was raiſed to " 1l. 10s. and the allowance for the ſervants ſtruck off. In " both theſe inſtances, the half-pay was fifteen ſhillings per day. " In the year 1699, after the peace of Ryſwick, Adminiſtra- " tion being embarraſſed, Parliament inſiſted upon almoſt a " total reduction of the military: the Miniſtry hit upon the ex- " pedient of making a ſaving in the naval department, and pro- " poſitions were accordingly made to and adopted by the Houſe, " that the full-pay of the Navy Captains ſhould be reduced from " 1l. 10s. to 1l.; with which likewiſe the half-pay liſt was to " conform. But though this tranſaction ſtands in the Journals " of the Houſe in that light, the Captains on full-pay were " actual gainers by it; for inſtead of the bare 1l. 10s. they " were allowed 1l. actual pay, with an allowance of thirty-one " ſervants, which in the whole amounted to 1l. 15s. 6d. per " day. Thus a foundation was in part laid for the hardſhips " they now ſuffer."

Lord Howe brought up a report from the Committee on the 5th of March; in conſequence of which, an addreſs was ordered to be preſented to his Majeſty, praying him to take into his Royal conſideration, the ſtate of the Captains of his Navy on half-pay, and to grant them ſuch addition thereto, not exceeding two ſhillings a-day, as in his wiſdom he ſaw proper, and that the Houſe would make good the ſame.‡

Upon his Majeſty's having determined to review the fleet at Spithead, twenty ſhips of the line, two frigates, &c. were ordered

‡ By this reſolution of the Houſe, the half-pay of the Captains in the Navy is as follows, viz.—Thirty Captains at 10 ſhillings per day each.

Fifty ditto 8 ditto ditto.

All the reſt of the Captains at 6 ditto ditto.

dered to assemble there, under the command of Vice Admirals Pye, Lord Edgecumbe, and Rear-Admiral Spry.* On Tuesday the 29th of June, the King with his attendants set out early in the morning from Kew, arrived at Portsmouth between ten and eleven the same day, and was received by a royal salute of twenty-one guns. His Majesty then proceeded to the first barrier, where Major-General Parker, who commanded the garrison during the Royal residence at Portsmouth, delivered the keys of the garrison to him; and he was pleased to return them. On his Majesty's entering the Land-port-gate, he was saluted by a triple discharge of two hundred and thirty-two pieces of cannon, mounted on the ramparts of Portsmouth, at Blockhouse Fort, and at South-sea Castle.

His Majesty proceeded through the town, out at the Water-gate, to the Dock-yard, and arrived at the Commissioner's house before eleven o'clock; where he was met by all the Officers of State, the Lords Commissioners of the Admiralty, the Treasurer and Commissioners of the Navy, the three Admirals of the squadron at Spithead, and the Master and Lieutenant-General of the Ordnance.

The artificers and workmen of the yard, being all assembled before the house, gave three cheers as his Majesty entered, then dispersed and returned to their several employments.

The Governor's house in town was next honoured with his Majesty's presence, attended by the nobility and persons of distinction: he had there a public levee, at which a great number of the officers of the navy and army were present, and many gentlemen of the country, come on this occasion to pay their duty to their Sovereign.

The Mayor, Recorder, Aldermen, and Burgesses of the town, waited on his Majesty, and were all most graciously received, and had the honour of kissing the King's hand; after which, his Majesty was pleased to confer the honour of Knighthood on John Carter, Esq; the Mayor of Portsmouth.

When the levee was over, his Majesty returned to the dock-yard,

* See Note 16.

yard, and at half an hour after one o'clock, embarked in a barge, in which his Royal Standard was immediately hoiſted. The Earl of Sandwich, Firſt Commiſſioner of the Admiralty; the Earl Delawar, Goldſtick; and Lord Robert Bertie, Lord of the Bed-chamber in waiting, embarked in the ſame boat with the King.

His Majeſty then proceeded to Spithead, attended by the barge of the Board of Admiralty, with the flag of their office; the three Admirals with their flags, and all the Captains of the fleet with their pendants in their barges.

As his Majeſty paſſed the garriſon, he had a royal ſalute of twenty-one guns from Blockhouſe Fort, Saluting Platform, and South-ſea Caſtle.

When the Royal Standard was ſeen from the fleet at Spithead, which conſiſted of twenty ſhips of the line, two frigates, and three ſloops, moored in two lines abreaſt of each other, the whole manned ſhip, and ſaluted with twenty-one guns each.

The King went on board the Barfleur of 90 guns, where he was received by the Board of Admiralty; the Captain being at the head of the accommodation ladder, and the ſide manned by the Lieutenants of the ſhips. As ſoon as his Majeſty paſſed the guard of marines on the quarter-deck, the flag of the Lord High Admiral which was then flying was ſtruck, and the Royal Standard hoiſted at the main-top-maſt head, and the union flag at the mizen-top-maſt head; on ſight of which all the ſhips, except the Barfleur, ſaluted with twenty-one guns each.

The ſhip being cleared, as for action, and the officers and men at their reſpective quarters, his Majeſty, after the nobility who had come off upon this occaſion, and the flag-officers, had paid their duty to him on the quarter-deck, walked fore and aft on the lower gun-deck and took a view of the whole.

At half an hour after three o'clock, his Majeſty ſat down to a table of thirty covers, at which many of the nobility and perſons of diſtinction, as well as officers of the navy and army of the rank of Colonel and upwards, were admitted to the honour

of dining. After dinner, the Queen's health being drank, the whole fleet ſaluted with twenty-one guns; and upon his Majeſty's retireing from table, the King's health was likewiſe drank, with the like ſalute. The ſame was repeated every day, during his Majeſty's continuance at Portſmouth.

At ſix o'clock, his Majeſty went into his barge, attended by the Board of Admiralty, the Flag-Officers and Captains in the ſame order in which they came, and paſſed along both the lines of ſhips, each ſhip, being again manned, giving three cheers, and ſaluting ſeparately with twenty-one guns, as the King paſſed by them.

His Majeſty then went on board the Auguſta yacht, where he was again received by the Board of Admiralty. The Royal Standard, with the Lord High Admiral's flag and union flag, were immediately hoiſted, as they had been on board the Barfleur, and his Majeſty ſailed into the harbour, the ſhips at Spithead and the fortifications ſaluting as upon his Majeſty's coming out, and the Admirals and Captains attending him to the harbour's mouth; after which, they returned to their reſpective ſhips. His Majeſty landed at the dock a quarter before nine, and returned to the Commiſſioner's houſe, where he reſided the whole time of his ſtay at Portſmouth.

Wedneſday, June the 23d.—At eight o'clock this morning, his Majeſty began to view the dock-yard, the ſhips building and repairing, and the magazines.

At eleven, his Majeſty went into his barge, attended by the Commiſſioners of the Admiralty and Navy in their barges, with the flags of their reſpective offices, many of the nobility in another barge, and proceeded up the harbour to view the ſhips lying in ordinary. His Majeſty went on board three of thoſe ſhips, viz. the Britannia, a firſt rate of 100 guns; the Royal William, a ſecond rate of 84 guns; and the Defiance, a third rate of 64 guns. At half an hour after two, he rowed down the harbour, and proceeded to Spithead, attended by the Commiſſioners of the Admiralty, the Flag-Officers and Captains in their barges as before, and went on board the Barfleur, where he dined.

At

At ſix o'clock in the afternoon, he went from the Barfleur on board the Auguſta yacht, and ſailed towards St. Helen's till near eight, and then ſtood in for the harbour; but it falling calm, he left the yacht, and was rowed to the dock-yard in his barge. He arrived there at half an hour after nine; the ſhips and fortifications ſaluting as he paſſed, and the Flag-Officers and Captains attending him to the mouth of the harbour, as they had done the day before.

Thurſday, June the 24th.—His Majeſty went to the gun-wharf at ſix o'clock in the morning, where he was received by the Maſter-General of the Ordnance, the Lieutenant-General, and principal officers of that department, and minutely viewed the magazines, artillery, and ſtores. He returned to the dock-yard at ſeven, and viewed ſuch parts of it, and of the magazines and works carrying on, as he had not ſeen before.

At half an hour after ten, his Majeſty, attended as before, by the Nobility and Commiſſioners of the Admiralty and Navy, went in his barge on board the Venus, a frigate of 36 guns, lying in ordinary; and from thence to Weovil, where he was received by Captain Pett, one of the Commiſſioners for Victualling the Royal Navy, and the officers of that department. Having received a royal ſalute of twenty-one guns from the lines at Goſport, and viewed the brewery, cooperage, and magazines, he returned to the dock. He then went to the Governor's houſe, and had another public levee.

At two o'clock, his Majeſty went off to Spithead, in the ſame ſtate as on the preceding days, to dine on board the Barfleur.

Vice-Admiral Pye having, in purſuance of the King's pleaſure, been this day promoted to the rank of Admiral of the Blue, kiſſed his Majeſty's hand on the quarter-deck, and hoiſted his flag immediately on board the Royal Oak, which was, by the King's permiſſion, ſaluted by all the ſhips preſent except the Barfleur. The Admiral, in acknowledgment of the honour conferred upon him, ſaluted the Royal Standard with all the guns on board the Royal Oak.

His Majeſty was pleaſed, at the ſame time, to confer the honour of Knighthood on Admiral Pye; as alſo, upon Richard, Spry, Eſq; Rear-Admiral of the White; Captain Joſeph Knight of the Ocean, Senior Captain in the fleet at Spithead; Captain Edward Vernon of the Barfleur; and Captain Richard Bickerton of the Auguſta yacht, who had the honour each day to ſteer the King's barge: and they had ſeverally the honour to kiſs his Majeſty's hand upon the quarter-deck, under the Royal Standard.

At half an hour after five o'clock, his Majeſty went from the Barfleur on board the Auguſta yacht, attended as before; and having ſailed through part of the line of ſhips, ſtood into the harbour, and landed at the dock at half an hour after ſeven, attended and ſaluted as on the former days.

Friday, June 25th.—His Majeſty went from the dock-yard at half an hour after five this morning, to view the new works and fortifications at Portſmouth; beginning from the fartheſt part of the Common, round to the ſaluting platform.

At ſeven, his Majeſty returned to the dock, embarked immediately on board the Auguſta yacht, and ſailed out of the harbour; the fortifications ſaluting as he paſſed. When the yacht arrived at Spithead, Lord Edgecumbe, Vice-Admiral of the Blue, with his diviſion, got under ſail and followed his Majeſty. When the yacht and men of war had paſſed the buoys, the Vice-Admiral came on board, and, having by his Majeſty's command been promoted to be Vice-Admiral of the White, had the honour to kiſs the King's hand under the Royal Standard; and then ſhifting his flag, received, by Royal permiſſion, a ſalute from all the ſhips of his diviſion.

His Majeſty proceeded as far as Sandown Bay, where the Standard was ſaluted by the Caſtle.

The wind then freſhening, and the tide being ſpent, the yacht, with the Vice-Admiral's diviſion, returned to St. Helen's and anchored.

At three quarters after four, the yacht got under way, and the wind ſtill blowing freſh, worked up to Spithead, leaving the

the Vice-Admiral and his diviſion to proceed to Plymouth, according to the orders he had received. After the King had ſailed along the line of ſhips remaining at Spithead, he ſtood towards the harbour, and came to anchor about half a mile within South-ſea Caſtle, where his Majeſty was attended by the Admiral and Rear-Admiral, and all the Captains and Lieutenants of the fleet at Spithead, who had ſeverally the honour of kiſſing his Majeſty's hand. While the yacht was at anchor, the ramparts of the town being lined with land-forces and marines, fired a *feu de joye* at ten o'clock, by a triple diſcharge of cannon and muſquetry all round the works; immediately after which, the yacht weighed, proceeded into the harbour, and landed his Majeſty at the dock-yard at half an hour after ten o'clock.

The King was this day pleaſed to grant the dignity of a Baronet of Great Britain unto Hugh Palliſer, Eſq; Comptroller of his Majeſty's Navy; and to Richard Hughes, Eſq; Commiſſioner of his Majeſty's Navy reſiding at Portſmouth: and alſo to direct, that the Commanders of the Waſp, Speedwell, and Hazard ſloops, at Spithead, ſhould be promoted to the rank of Poſt-Captains of his Majeſty's fleet; the Lieutenants commanding the Greyhound and Anſon cutters in Portſmouth harbour, the Firſt Lieutenant of the Barfleur, and Lieutenant of the Auguſta yacht, where the Royal Standard had been hoiſted, and the Firſt Lieutenants of the Flag-Officers ſhips, viz. the Royal Oak, Dublin, and Ocean, to be promoted to the rank of Commanders; and two Midſhipmen from each of thoſe ſhips and yacht to be made Lieutenants.

In all the proceſſions before mentioned, both to Spithead and back again, a very great number of yachts and other ſailing veſſels and boats, many of them full of nobility and gentry, accompanied the barges, as well as the Auguſta yacht, while the King was on board. The ſhores, both on the Portſmouth and Goſport ſide, were lined with an incredible number of people, who all expreſſed their loyalty and duty, as his Majeſty paſſed along. And the houſes, both in the town of Portſmouth, and

on the Common, as well as at Goſport, were illuminated every evening during his Majeſty's ſtay.

His Majeſty was pleaſed to expreſs the higheſt approbation of the good order and diſcipline of his fleet; the excellent condition of the dock-yard, arſenals, and garriſon; and the regularity with which every thing was conducted: and ſhowed the utmoſt ſatisfaction at the demonſtrations of loyalty and affection, with which he was received by all ranks of people.

Saturday, June 26th, his Majeſty ſet out from the Commiſſioner's houſe, on his return to Kew, at three quarters after ſix o'clock, having been graciouſly pleaſed to order the following ſums to be diſtributed, viz.

To the artificers, workmen, and labourers of the dock-yard, victualling-office, and gun-wharf, -	£. 1500
To the companies of the Barfleur and Auguſta yacht, and the crew of his Majeſty's barge, - -	350
To the poor of Portſmouth, Portſea, and Goſport, -	250

His Majeſty was alſo pleaſed to order ſome other ſmaller gratuities, and to releaſe the priſoners confined in Portſmouth goal for debt.

His Majeſty was ſaluted by a triple diſcharge of all the cannon round the fortifications, as likewiſe thoſe of South-ſea Caſtle and Blockhouſe Fort, and by twenty-one guns on paſſing Portſea Bridge. Many thouſands of people attended the chaiſe, with the loudeſt acclamations, to the end of the Mayor's juriſdiction; and at every place through which his Majeſty paſſed, there were the ſtrongeſt demonſtrations of joy. At Godalming a band of muſic, accompanied by the voices of all the inhabitants, ſung God ſave the King, the whole way through the town. At Guildford, the ſtreet was lined with the inhabitants; and the gentry, who were aſſembled at one of the public-houſes, ſaluted his Majeſty, as he paſſed, with the colours of the town.

Throughout the whole of his journey, there were numerous aſſemblies of people in every place where his Majeſty paſſed, expreſſing

preſſing in the warmeſt manner, their duty and affection, and their joy at ſeeing their Sovereign.

About two o'clock in the afternoon, the King arrived in perfect health at Kew.

1774.

His Majeſty was pleaſed, on the twenty-eighth of March, to appoint Vice-Admiral Samuel Graves, to the command of his ſhips employed or to be employed in North America; and on the ſecond of April, to appoint the Honourable Thomas Gage, Lieutenant-General of his forces, to be Governor and Vice-Admiral of the province of Maſſachuſet's Bay in North America, in room of Thomas Hutchiſon, Eſq; who, in conſequence of his Majeſty having complied with his requeſt to come to England, had retired.

A ſquadron, conſiſting of ſeven ſail of the line (guardſhips) and a frigate, was ordered to cruize to the weſtward, under the command of Vice-Admiral Sir James Douglas.* This ſquadron was obliged to put into Plymouth by contrary winds, where it remained a ſhort time. On the 4th of July, juſt as it was preparing to leave that place, a melancholy accident happened on board the Kent. The guns of that ſhip having been juſt ſcaled, a part of the wadding is ſuppoſed to have ſet fire to ſome gunpowder and cartridges that were on the poop, amounting to near three hundred and ſixty pounds weight, moſt of it in cheſts; ſo great was the exploſion occaſioned by this accident, that the poop was beat down, the great cabin deſtroyed, and fifteen beams broken or ſprung. Six men were blown up, three of whom were killed; thirty-nine men wounded, of which two died in the hoſpital; the ſhip was ſet on fire, and in great danger of being conſumed. Captain Fielding, her commander, diſplayed much preſence of mind upon the occaſion, and gave his orders with great coolneſs and judgment. He directed the ſignal of diſtreſs to be hoiſted, when all poſſible aſſiſtance was directly ſent to the Kent, by the other ſhips of the ſquadron; the flames were

* See Note 17.

were preſently extinguiſhed, and the tide anſwering, the ſhip was towed up Hamoze to the dock-yard. The ſhock from the exploſion on the poop of the Kent was ſo violent, as to occaſion her to plunge in the water ſome feet deeper abaft for a few minutes. On examination ſhe was found ſo materially injured, as to be unfit for proceeding to ſea with Sir James Douglas. Her place was therefore ſupplied by the Torbay, Captain Francis Samuel Drake.

Commodore Sir Edward Hughes was ſent to command the fleet in the Eaſt Indies; * Rear-Admiral Clark Gayton to command the fleet at Jamaica; ‡ and Rear-Admiral Robert Man to command the fleet in the Mediterranean. †

The diſpute which had moſt unfortunately ſubſiſted between the Mother-Country and her North American Colonies, appeared this year to take a more ſerious turn than it had hitherto done, and afforded but too much reaſon to dread, that both parties would have recourſe to arms. More ſhips were put in commiſſion, and houſes of rendezvous for inliſting ſeamen were opened in London, and all the principal ſeaports of the kingdom.

The Parliament met on the 13th of January, but the King in his ſpeech to both Houſes of Parliament, took no notice of American affairs. The ſupplies voted for, in the courſe of this ſeſſion, were for the Navy, 1,904,917l. 4s. 3d.; the Ordnance, 271,124l. 17s 7d.; for the Army, 1,549,720l. 14s. 8d.; Deficiencies, 552,457l. 3s 3d.; Miſcellaneous Services, 60,252l. 13s. 1d. In all, 5,338,472l. 12s. 10d.

On the 4th of March, Lord North acquainted the Houſe of Commons, that the King had ſignified a deſire, that the papers reſpecting the late unhappy diſturbances at Boſton, and other parts in America, ſhould be laid before Parliament. § On the 7th he preſented them, accompanied with the following meſſage from the King to the Houſe: "His Majeſty, upon information of the "unwarrantable practices which have been lately concerted and "carried on in North America, and particularly of the violent "and

* See Note 18. ‡ See Note 19. † See Note 20.

§ Vide the Votes of the Houſe of Commons.

" and outrageous proceedings at the town and port of Boſton, in " the province of Maſſachuſet's Bay, with a view of obſtructing " the commerce of this kingdom, and upon grounds and pre- " tences immediately ſubverſive of the conſtitution thereof, has " thought fit to lay the whole matter before his two Houſes " of Parliament; fully confiding, as well in their zeal for the " maintenance of his authority, as of their attachment to the com- " mon intereſt and welfare of all his dominions, that they will " not only enable him, effectually to take ſuch meaſures as may " be moſt likely to put an immediate ſtop to the preſent diſorder, " but alſo take into their ſerious conſideration, what farther " regulations and permanent proviſions may be neceſſary to be " eſtabliſhed, for the better ſecuring the execution of the laws, " and the juſt dependence of the colonies upon the Crown and " Parliament of Great Britain." The papers then delivered conſiſted of one hundred and nine.

It appearing to the Houſe, from the documents that the Miniſter had laid before them by the deſire of his Majeſty, that the town of Boſton had been uncommonly active in the outrageous proceedings pointed out in the King's meſſage to both Houſes of Parliament; Adminiſtration determined to make an example of that place, and to have it ſuffer in the moſt ſenſible manner, until it ſhould return to its duty, and make compenſation to thoſe who had ſuffered loſs from the violent proceedings of its mobs. A bill was therefore brought into Parliament for this purpoſe. It met with ſtrong oppoſition in both Houſes, but the Miniſter carried all his points by great majorities; and it finally paſſed into a law, and received the Royal Aſſent on the 31ſt of March. It was entitled, An act to diſcontinue, in ſuch manner, and for ſuch time as are therein mentioned, the landing and diſcharging, lading or ſhipping of goods, wares, and merchandiſe, at the town and within the harbour of Boſton, in the province of Maſſachuſet's Bay, in North America. This is generally known by the name of the Boſton Port Act, and was ordered to take place on the firſt day of June this year.

This

This ill-adviſed meaſure ſerved to complete the ſyſtem, that had unfortunately been perſiſted in by his Majeſty's Miniſters for ſome years, and tended to alienate the affections of the Americans ſtill farther from the mother-country. General Gage arrived at Boſton on the 13th of May, and confirmed there what had been heard of the Britiſh Miniſtry's intentions, with regard to the port of Boſton. He brought four regiments of infantry along with him. The people of Boſton, ſo far from being intimidated by theſe meaſures, immediately entered into a general non-importation and a non-exportation agreement, to and from Great Britain and its dependencies. They alſo made their caſe known to all the other colonies; and the anſwers they received were ſo extremely favourable, as to encourage them to bear all the hardſhips with which they were threatened. The particular vengeance aimed againſt Boſton, extended itſelf over the other Britiſh provinces in North America, and was felt as a common cauſe. So far were they from availing themſelves of the commercial advantages, which the blocking up the port of Boſton offered, that they felt her ſufferings as their own. And as they were animated with the ſame ſpirit of diſpleaſure againſt the Britiſh meaſures, they conſidered Boſton as ſingled for the firſt victim in a ſacrifice, which was meant to be general; and they determined to ſupport their ſuffering brethren.

Under the influence of theſe impreſſions, the colonies began to prepare for their defence, and exerted themſelves in buying arms and ammunition, and in training themſelves to the uſe of them. The Virginians were the firſt who ſuggeſted the neceſſity of holding a General Congreſs at Philadelphia; an advice fraught with ſound ſenſe, which was ſoon after carried into execution. On the firſt day of June, the port of Boſton was blocked up in terms of the act of Parliament; and to mark the general ſympathy on that event, the ſame day was obſerved, throughout the Britiſh colonies, as a day of general prayer, faſting, and humiliation. On the 14th, a Solemn League and Covenant

Covenant was entered into by the Americans to take place on the 31ſt of Auguſt following.

From the violent meaſures which agitated the Aſſembly of Maſſachuſet's Bay, General Gage judged it proper to diſſolve it, on the 22d of June; and on the 29th of the ſame month, he publiſhed his Proclamation againſt the Solemn League and Covenant. Theſe impotent efforts on the part of Government ſerved no good purpoſe, and pointed out to the Americans the extreme weakneſs of the executive power.

The new Council for the province of Maſſachuſet's Bay were choſen by General Gage, on the 15th of Auguſt, in terms of the late act of Parliament: but ſo enraged were the people, againſt the legiſlative authority aſſumed by Great Britain over the colonies, that almoſt all the gentlemen ſo appointed, were obliged to reſign their ſeats at that Board; and at this time, juries at Boſton refuſed to be ſworn under this act. Every meaſure indicated, that matters were coming to extremity. On the 23d of Auguſt, General Gage iſſued a proclamation, ſtrictly forbidding town-meetings to be held, except by his permiſſion. On the 1ſt of September, he ordered ſome gunpowder to be ſeized at Charleſtown and Cambridge; and on the 2d, he directed the arms and ammunition belonging to the militia of the town of Boſton to be delivered to him; whereupon the Governor's company of cadets diſbanded themſelves, and reſtored their colours. General Gage then ordered the iſthmus,* which connects that town with the continent, to be fortified.

The firſt General Congreſs of the American Colonies met at Philadelphia, on the 5th of September this year. It was compoſed of fifty-two Delegates, viz. two from New Hampſhire, four from Maſſachuſet's Bay, two from Rhode Iſland, three from Connecticut, ſeven from New York, four from New Jerſey, ſeven from Penſylvania, three from the Counties on Delaware, four from Maryland, ſeven from Virginia, three from North Carolina, and five from South Carolina.

The abilities and addreſs diſplayed by this Aſſembly have ſeldom

* Commonly called Boſton-neck.

ſeldom been ſurpaſſed, either in ancient or modern times. Their appeal to the people of Great Britain is replete with argument and manly ſenſe, and was well calculated to make the intended impreſſion. It may ſince have been lamented, that their ſincerity was not then put to the proof, when they preferred this requeſt: "Place us in the ſame ſituation that we "were on at the cloſe of laſt war, and our former harmony "will be reſtored." Their after conduct may leave room to doubt the ſincerity of this declaration; but the Americans will reply, that as it was not then accepted, it cannot now be queſtioned. When the Rubicon was paſſed, the ſword alone could terminate the diſpute. In the different addreſſes which the Americans publiſhed to the people of Great Britain, to the people of Ireland, to the Canadians, and to their brethren in North America, among a great many important truths, detailed with all the force of eloquence, there are ſeveral exaggerations, which ſeem addreſſed more to the paſſions than to the underſtanding. But as all theſe papers were laid before the public, to them the reader is referred; leaving him to form a judgment for himſelf on the merits of the cauſe.

Vice-Admiral Graves arrived at Boſton on the 30th of June, in his Majeſty's ſhip Preſton, and aſſumed the command of the ſquadron; which, excluſive of the flag-ſhip, conſiſted of ſeventeen ſhips and veſſels, of which eight only were at Boſton, the reſt being diſperſed from the Gulph of St. Lawrence to Georgia. But it muſt be obſerved, that the Preſton, and all the other ſhips on this ſtation, were manned only according to the loweſt peace eſtabliſhment.*

There were likewiſe at Boſton, three diviſions of tranſports for the troops, with a Lieutenant of the Navy having the ſuperintendence of each, as Agent of Tranſports, viz. Meſſrs. Bourmaſter, Dickenſon, and Cumming. Theſe veſſels were put under the direction of the Commander in Chief of the land-forces in North America; which is the firſt inſtance of this ſort, that we have met with in the courſe of theſe Memoirs.

When Admiral Graves was under a neceſſity of recalling ſome

* See Note 21.

ſome of his cruizers, the better to block up the port of Boſton, in terms of the act of Parliament, the Americans availed themſelves of the weakneſs of the ſquadron, and procured ſupplies to an aſtoniſhing degree; ſo that it required more ſhips than the Admiral could ſpare, to carry the Boſton Port Act into proper execution. To render this act of as little effect as poſſible, moſt of the provinces to the ſouthward of Boſton contributed to the relief of that town, and appointed Committees for tranſmitting their donations of rice and other proviſions to its inhabitants.

Admiral Graves did all that lay in his power to attend to the information given him, of veſſels coming from Europe with prohibited cargoes on board; but the ſtrength of the ſquadron under his command was by no means equal to the great and important ſervices required of it. He duly ſent notice to the few cruizers he had, to be watchful on their reſpective ſtations; and although he placed his ſhips at Boſton to the beſt advantage, ſo favourable is the ſituation of the place for veſſels eſcaping by different channels, that notwithſtanding all his endeavours, he could not effectually guard all the inlets leading to that town. Many veſſels accordingly paſſed unſeen, which ſupplied Boſton and its environs with goods. The Captains commanding the ſhips ſtationed at the various channels to prevent this trade, made repeated repreſentations to the Admiral on this head, and informed him of a number of ſmall veſſels, in ſpite of their utmoſt vigilance, which ſtole in and out of the harbour during the night, by keeping cloſe to Hull Point, and from thence at the back of Puttock's iſland, in by Braintree, cloſe to Caſtle William. Governor Legge of Nova Scotia likewiſe made ſtrong applications to the Admiral for a naval force, as the coaſts of his extenſive government were wholly unguarded, of which the ſmugglers greatly availed themſelves. The coaſts of Connecticut and Rhode Iſland, places notorious for a contraband trade, were not in a much better ſituation. The Vice-Admiral was induced, from theſe conſiderations, to write to the Admiralty, requeſting that a reinforcement of frigates and

ſloops

ſloops of war might be immediately ſent to him; more eſpecially, as ſeveral of the ſhips under his command were foul and ſhort of their complement of men. At the time of which we are now ſpeaking, the Boſton Port Bill engroſſed every perſon's attention: and on its firſt arrival in America it was diſcovered to contain defects, which in a conſiderable degree tended to defeat the deſigns of the Britiſh legiſlature. In particular, the act did not prohibit veſſels from going out of the harbour in ballaſt; an error which left the inhabitants of Boſton in poſſeſſion of a very valuable branch of trade in building and repairing ſhipping, and allowed them to employ a great number of handicrafts and other people, to the amount of three thouſand. This prevented that general diſtreſs among the lower claſs of people, by which the act moſt undoubtedly intended to bring their rulers to ſubmiſſion.

By the King's inſtructions to his Governor of the province of Maſſachuſet's Bay, the Admiral commanding his Majeſty's ſhips in North America, was to be preſent upon all conſultations relative to maritime affairs. In conſequence of this, General Gage deſired that the Vice-Admiral would meet him at Salem, on the ſecond of Auguſt, to conſult on the contents of a petition he had received from ſeveral of the inhabitants of the town of Boſton; and alſo, to conſider whether the donations of rice, &c. from the other colonies to the poor of the town of Boſton, came under the head of victual neceſſary for the uſe and ſubſiſtence of its inhabitants, as mentioned in the act. The Admiral accordingly met there the Governor, the Commiſſioners of the Cuſtoms, and the Attorney General of the province; the Chief Juſtice having declined being preſent, as the matter might come before him judicially. They were all clearly of opinion, that there was no authority to ſtop the launching of the ſhips, or to hinder their departing in ballaſt; nor could they lawfully prevent the donations above mentioned being brought to Boſton, as the injunction of the act was complied with by their entering firſt at Salem.

On the 6th of Auguſt, the ſquadron was reinforced by the arrival

arrival of the Scarborough frigate, Captain Chadds, in eight weeks from England. She brought diſpatches for General Gage, and money to pay the troops; but no diſpatches from the Admiralty to Vice-Admiral Graves.

To ſuch an alarming height was the diſaffection of the people of the New England provinces arrived, that it was very dangerous to expreſs among them the leaſt attachment to his Majeſty, or to Great Britain. Diſguiſed mobs in the night, ſurrounded the houſes of the newly made Counſellors of the province of Maſſachuſet's Bay, and endeavoured by threatening their lives and property, to compel them to reſign the King's appointment. One of theſe gentlemen was obliged to leave his houſe and fly for ſafety, with his family, to Boſton. An advertiſement appeared in many public places at Boſton, nearly in the following words, viz. "Any one, and every one of the "Bar, that ſhall preſume after this day to appear in Court, "or otherwiſe do any buſineſs with the Judges, ſhall aſſuredly "ſuffer death."

A mob of near five thouſand men, moſtly armed, aſſembled at Cambridge on the 2d of September, on purpoſe to oppoſe the new laws. They likewiſe committed various outrages againſt thoſe who were well affected to Government; many of whom were forced to ſeek refuge in Boſton. They ſeized the Sheriff of the county, who ſaved his life by ſigning an obligation to deſiſt entirely from any execution of his office under the new laws; and they purſued a Commiſſioner of his Majeſty's Cuſtoms within ſight of the military guards at the town-neck of Boſton. Such outrageous proceedings induced the Vice-Admiral, at the requeſt of General Gage, to order the Canceaux brig to haul into the creek to the ſouthward of Boſton, that ſhe might, if neceſſary, aſſiſt the King's troops in defending the iſthmus which leads into that town from Roxbury, in caſe the diſaffected provincials ſhould endeavour to force themſelves into it by that way. To ſuch a height, indeed, had their diſloyalty arrived in the New England provinces, that the beſt informed were of opinion, that nothing would force them to

ſubmiſſion, but an effectual interpoſition of military power.

Information was given to General Gage, that the Americans had a foundery ſituated between the towns of Bridgewater and Abingdon, where a number of cannon were ready for immediate ſervice, and that more were daily preparing. The deſtruction of this work would have been ſeverely felt by the diſaffected; but as no ſteps were purſued for this purpoſe, it is preſumed, either that the Commander in Chief did not approve of the enterprize, or that his inſtructions did not authoriſe him at this time to have recourſe to ſuch ſtrong meaſures. Abingdon is about thirty miles from Boſton; and the neareſt communication to it by water is at the head of North River, about fifteen miles from Abingdon. General Gage having ordered the 10th and 52d regiments of foot from Quebec to Boſton, tranſports were hired to bring them from that place; but ſuch a ſpirit of oppoſition and diſloyalty prevailed among the people at Boſton, that no pilots could be found who would take charge of the veſſels, ſo that the Vice-Admiral was obliged to ſend the Maſter of the Tartar frigate on this duty.

From the weakneſs of the ſquadron, Admiral Graves had the mortification to learn, that many valuable cargoes of contraband goods were landed with impunity along the coaſt of America. The rebellious deſigns of the people became every day more evident, and a mob attempted to remove ſome pieces of cannon during the night from Boſton; and actually carried ſome from Charleſtown, which place may be regarded as a ſuburb of that town. The diſaffected gave out at the ſame time, that their intention was to fortify a camp in the country; and ſoon after, the boats of the Lively and Preſton ſeized a flat-boat belonging to the Americans, with ſix very good guns, ſix pounders, which they were carrying up Charleſtown river, and were ſuppoſed to be deſtined for the ſame ſervice.

From the diſpoſition of the people, Admiral Graves foreſaw a great likelihood, that there would ſoon be a want of artificers to work for Government, although Boſton abounded with ſhip-wrights, ſailmakers, caulkers, &c. He therefore wrote, in the moſt

moſt preſſing terms, to Captain Ayſcough of his Majeſty's ſloop the Swan, then at New York, but under orders to return to Boſton, to procure ſuch work-people as might be neceſſary to keep the ſhips under his command in proper repair, leſt thoſe at Boſton ſhould refuſe their aſſiſtance. This precaution eventually proved of great ſervice; for after the ſkirmiſh at Lexington, none of the Americans durſt work for the King, either in the navy or army departments, but at the hazard of their lives.

The great attention of Commodore (now Lord) Shuldham, who commanded this year at Newfoundland, well deſerves notice. Being informed of the violent proceedings in the province of Maſſuchuſet's Bay, he judged, that a reinforcement both of naval and military force, however ſmall, muſt be very acceptable. He therefore put on board his Majeſty's ſhip the Roſe, (Captain now Sir James Wallace) two companies of the 65th regiment, and ſent her to Boſton, where ſhe arrived the 12th of October. By order of Vice-Admiral Graves, ſhe was ſtationed to cruize between Boſton and the eaſt end of Long Iſland, and to winter at Newport in Rhode Iſland. Her arrival there gave great pleaſure to all the friends of Government; who ſoon experienced the effects of being thus protected. The intentions of the diſaffected were thereby fruſtrated, and a ſevere check was given to the great importation of prohibited goods, which had for a long time been carried on there with impunity. The Roſe being alſo near to the harbour of Boſton, could eaſily join the ſquadron, if any event ſhould occur that required ſuch a reinforcement.

In the Provincial Congreſs held at Cambridge, it was frequently and ſtrongly agitated to attack the King's troops immediately; or to oblige the inhabitants of Boſton to ſet fire to the town, and then abandon it. This ſcheme would certainly have been attempted, if ſufficient accommodation could have been found for the inhabitants in the country.

The Scarborough frigate having been ſent home to England with diſpatches, returned once more to Boſton on the ſame errand, and arrived there on the 3d of December. Among

other papers ſent out by her, was a printed copy of the King's order in Council, prohibiting the exportation of gunpowder, arms, ammunition, &c. from Great Britain to America; and alſo, orders to Admiral Graves to take the moſt effectual methods for preventing the importation of them into any part of that country. Soon after this, his Majeſty's ſhips the Aſia and Boyne, alſo arrived at Boſton. So conſiderable a reinforcement determined Admiral Graves to change the diſpoſition of his ſquadron. The large ſhips, with a ſloop, and a few ſchooners, he deemed ſufficient for the harbour of Boſton during the winter. And ſuch ſhips and veſſels as could be ſpared, he ordered out to cruize along the coaſt, ſpreading them in ſuch a manner as might moſt effectually prevent illegal trading, as well as guard againſt the arrival of arms and ammunition; and the ſhips ſo ſtationed rendered very important ſervice.

His Majeſty's proclamation, prohibiting the importation of arms and ammunition into his North American dominions, was ſpeedily reprinted and conveyed to all the principal towns on the continent. The leaders of the people repreſented to them, that the Britiſh Government had now determined upon their deſtruction, and that they ought to take care of themſelves.

Such language had an immediate tendency to inflame the people ſtill more againſt the mother-country; and in conſequence of it, an armed mob, on the 14th of December, ſeized on the cannon and ammunition, (above 100 barrels of gunpowder) in Caſtle William and Mary at Portſmouth, in the province of New Hampſhire. The Roſe being out on a cruize, another mob came down the river, and ſeized on the cannon and ammunition in Fort George, at Newport, Rhode Iſland, carrying them up to the town of Providence, where the Aſſembly of the province was then ſitting. Soon after this, the Aſſembly came to ſeveral very violent and hoſtile reſolutions, viz. to appoint a Committe to purchaſe 300 barrels of gunpowder, three tons of lead, and forty thouſand flints, to be depoſited at Providence, under the direction of Darcie Seſſions, Eſq; to order Colonel Nightingale to purchaſe four braſs field-pieces; and

and to direct the public treasurer to borrow money for the payment of these articles; to remove the guns and artillery stores from Fort George, at Newport, to Providence; with several others that had the same tendency: such as, to raise four companies of soldiers immediately; to distribute the public arms to the different towns of the province; and to order the militia of the province to assemble on a moment's warning, and to march for the protection of the province, or to the assistance of any of their sister colonies.

On the return of the Rose to Newport, Captain Wallace waited on the Governor, and asked why the cannon and stores had been removed during his absence from Fort George? To which he very frankly made the following answer: "To prevent them from falling into the hands of the King, or any of "his servants, and to make use of them against any power that "should offer to molest us." Captain Wallace then desired to know, if in the course of the King's service, he should require assistance, Whether he might expect it from him, or any others in the government? To this the Governor replied, that as to himself he had no power; and he believed, in respect to any other part of the government, the Captain would meet with nothing but opposition and difficulty.

1775.

The advices which daily arrived from America must have convinced the Ministry, that a civil war was on the eve of breaking out. A bill was brought into Parliament, which received the Royal Assent on the 30th of March, "To restrain "the trade and commerce of the four New England provinces "to the British dominions, and to prohibit them from the "Newfoundland fishery." On farther advices being received of the conduct of the other colonists, and the measures pursued by them, a like bill against the colonies of New Jersey, Pensylvania, Maryland, the Delaware Counties, Virginia, and

South Carolina, alſo received the Royal Aſſent on the 30th of April.

A conſiderable reinforcement of troops was directed to be ſent to General Gage; and Major-Generals Howe, Clinton, and Burgoyne, were ordered to Boſton. They ſailed from Portſmouth on the 20th of April, in the Cerberus frigate; and as ſoon as Adminiſtration received intelligence that hoſtilities had commenced, a large body of troops was ordered to embark at Corke, and to proceed with the utmoſt diſpatch for Boſton.

On the 26th of May, the King put an end to the ſeſſion of Parliament; and in the ſpeech which he made to both Houſes on this occaſion, ſaid, "I cannot in juſtice forbear to expreſs "to you, my entire ſatisfaction in your conduct during the "courſe of this important ſeſſion. You have maintained, with "a firm and ſteady reſolution, the rights of my Crown and "the authority of Parliament, which I ſhall ever conſider as "inſeparable; you have protected and promoted the com-"mercial intereſts of my kingdoms; and you have, at the "ſame time, given convincing proofs of your readineſs, (as "far as the conſtitution will allow you), to gratify the wiſhes "and remove the apprehenſions of my ſubjects in America: "and I am perſuaded, that the moſt ſalutary effects muſt, in "the end, reſult from meaſures formed and conducted on "ſuch principles."

The Commons during this ſeſſion, voted eighteen thouſand ſeamen and twenty-two thouſand land-forces, excluſive of guards and garriſons, for the ſervice of the preſent year. The whole ſum voted amounted to 5,556,453l. 2s. 10d. The conduct of Adminiſtration appears ſomewhat unaccountable: by the ſpeech from the Throne at the opening of the ſeſſion, by the papers and letters laid before Parliament, and by all the advices from America, the diſtracted ſtate of that country, and its determination to reſiſt, ſeemed to be confirmed; yet, the number of ſeamen required for the ſervice of this year, was two thouſand leſs than had been employed in the laſt; and the

the military force which was deſtined for America, was far ſhort of the ſtrength requiſite for the propoſed coercion. It ſeemed as if the Miniſter had ſome ſecret hope of accommodation. Perhaps he was intimidated, by the violence with which the meaſures of Government were oppoſed; but more probably, he was miſled by the miſrepreſentations of the adherents to the cauſe of Britain in America, who, viewing things with the jaundiced eye of prejudice, deceived both themſelves and the ſervants of the Crown. This appeared to be ſtrongly exemplified in the confident aſſertion of the naval miniſter, in his place in the Houſe of Lords, who affirmed, that the low eſtabliſhment propoſed would be ſufficient to effect the reduction of the colonies to obedience; and ſpoke with contempt of the power and courage of the Americans, who, he ſaid, were undiſciplined and incapable of diſcipline. He further inſinuated, that the numbers of which ſuch boaſts had been made, were formed of ſuch materials, and ſo indiſpoſed to action, would only add to the facility of their defeat. A ſhort time proved theſe aſſertions to be as ill-founded as they were illiberal; for ſoon after the riſing of the Parliament, an account of the bloody action of Bunker's Hill was received in England.

All hopes of reconciliation between the parent ſtate and the revolted colonies being now at an end, his Majeſty, on the 23d of Auguſt, iſſued his proclamation for ſuppreſſing rebellion and ſedition in North America.

In the courſe of this year, his Majeſty made the following promotions: January 10th, Major-General Guy Carleton (now Lord Dorcheſter) was appointed Captain-General and Governor in Chief of the province of Canada.

By his Majeſty's command, the Admiralty promoted the following Flag-Officers, viz. Sir Thomas Frankland, Bart. and Harry Duke of Bolton, Admirals of the Blue, to be Admirals of the White. Francis Geary, Eſq; Vice-Admiral of the Red, to be Admiral of the Blue. James Young, Eſq; Sir Piercy Brett, Knt. and Sir John Moore, Bart. and K. B. Vice-Admirals of the White, to be Vice-Admirals of the Red. Samuel

Graves and William Parry, Eſqrs. and the Honourable Auguſtus Keppel, Vice-Admirals of the Blue, to be Vice-Admirals of the White. Sir Peter Denis, Bart. Matthew Buckle, and Robert Man, Eſqrs. Rear-Admirals of the Red, to be Vice-Admirals of the Blue. Clark Gayton, John Barker, Eſqrs. Sir Richard Spry, Knt. Rear-Admirals of the White, and John Montagu, Eſq; Sir Robert Harland, Bart. and James Sayer, Eſq; Rear-Admirals of the Blue, to be Rear-Admirals of the Red. Richard Lord Viſcount Howe, Rear-Admiral of the Blue, to be Rear-Admiral of the White. Captains Waſhington, Earl Ferrers, Hugh Pigot, Molineux Shuldham, Eſqrs. Sir Joſeph Knight, Knt. and John Vaughan, Eſq; to be Rear-Admirals of the White; and Captains John Lloyd, Robert Duff, John Reynolds, Eſqrs. Sir Hugh Palliſer, Bart. Honourable John Byron, and Auguſtus John Earl of Briſtol, to be Rear-Admirals of the Blue. April 4th, Captains Thomas Graves and Robert Digby, Eſqrs. were appointed Colonels of Marines, in the room of Admirals Pigot and the late Earl of Briſtol. April 6th, his Majeſty was pleaſed to appoint John Earl of Sandwich, John Buller, Eſq; Henry Viſcount Palmerſton, Lord Charles Spencer, Wilmot Viſcount Liſburne, Henry Penton, Eſq; and Sir Hugh Palliſer, Bart. to be his Commiſſioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. Captain Maurice Suckling ſucceeded Sir Hugh Palliſer as Comptroller of the Navy; and on the 25th, Rear-Admiral Duff was appointed Governor and Commander in Chief of Newfoundland. Auguſt 1ſt, Captain Mariot Arbuthnot was appointed one of the Commiſſioners, in quality of principal officer of the navy, for Naval Affairs in North America, to reſide at Halifax in Nova Scotia. November 4th, William Earl of Dartmouth was appointed Lord Privy Seal; Thomas Viſcount Weymouth to be one of his Majeſty's Principal Secretaries of State; and Lord George Sackville Germaine to be one of his Majeſty's Principal Secretaries of State, and named for the American Department.

Rear-Admiral Shuldham was, in the autumn, ordered to proceed

proceed directly to Boston, and there put himself under the command of Vice-Admiral Graves: but soon after, this order was recalled; and instead of going out in a subordinate capacity, he was directed to proceed forthwith to Boston, and there take the command of his Majesty's ships and vessels on that station.

Towards the close of the year, Sir Peter Parker, Knt. was appointed to the command of a small squadron, destined to escort Major-General Earl Cornwallis, with a considerable body of infantry, to North America. They left England early in December, and proceeded to Corke, where some of the regiments were to embark; but owing to contrary winds, it was the middle of January 1776 before they left that port.

NORTH AMERICA.

The severity of the winter in a great measure cut off all communication with England; and this rigorous season was scarcely over, when hostilities were unfortunately commenced between the King's troops and the colonists.

So much were the affections of the Americans now alienated from the mother-country, that whatever orders came from his Majesty's servants were not only disregarded, but received with marks of disapprobation and resistance.

Thus, the Secretary of State's circular letter to his Majesty's Governors in America, prohibiting the colonies from sending Delegates to the next General Congress, operated as an excitement to what it was intended to prevent; and the people proceeded to elect representatives for that Assembly with greater keenness than ever.

On the 26th of February, General Gage sent a detachment of troops from Boston to Marblehead to seize some cannon, which he was informed had been deposited near Salem; but they returned the next day without having found them. The General was more successful on the 18th of March, when a party which he sent out seized 13,425 musquet cartridges, and

3000 lb. weight of ball, which the provincials had collected.

It was the 19th of March before any advices were received from England, on which day a packet arrived; but it brought no particular inſtructions either to the General or Admiral how to act. It only conveyed ſome papers to the latter, with intelligence of ſome veſſels loading with contraband goods in Europe, whoſe deſtination was ſuppoſed to be for America, that the Admiral might inſtruct his cruizers to keep a ſharp look-out, and intercept them if poſſible.

Throughout the whole of the winter, as much as that tempeſtuous ſeaſon would admit of, the Admiral had ſtationed the ſhips under his command with a view of ſeizing on any veſſels bringing warlike ſtores to the Americans: but the coaſt he had to guard was ſo very extenſive, and abounded in places ſo well adapted for evading his cruizers, that they were not ſucceſsful.

His Majeſty's brig the Gaſpée being ſtationed at Falmouth, on the 13th of February four of her crew ſeized the boat then lying alongſide, and rowed towards the ſhore, probably with an intention to deſert. Lieutenant Hunter, her commander, called to them to return, but was only anſwered by abuſive language; on which, he and the Maſter fired ſome muſquets to compel them to obedience, and wounded one of the men in the boat. The other three rowed aſhore to Falmouth, where the wounded man died, and they deſerted. Such was the rebellious diſpoſition of the people of this place, that they threatened to deſtroy the Gaſpée, or any other of the King's ſhips that ſhould come there. Lieutenant Hunter judging it unſafe to ſend a boat on ſhore, and wiſhing to prevent the civil power at Falmouth from taking cognizance of the ſeaman's death, left that place and returned to Boſton, where he was tried by a Court-martial, and moſt honourably acquitted. Admiral Graves ſent back the Gaſpée to her former ſtation, in hopes of recovering the deſerters, and to check the inſolence of the people there for threatening the King's ſhips. He aſſured them, that if they committed any act of violence againſt the perſons of any of his Majeſty's officers or ſeamen, or deſtroyed any of the

ſhips'

ſhips' ſtores, he would take the ſevereſt meaſures to diſtreſs them. This for a while had the deſired effect; they returned a civil anſwer to Lieutenant Hunter's letter, informing them of the Admiral's reſolutions, and the crew of the Gaſpée went aſhore as formerly without being inſulted.

The people at Boſton, in order to diſtreſs his Majeſty's ſervice as much as poſſible, did all that lay in their power to prevent the pilots reſiding there, from taking charge of any of the King's ſhips. Many were driven from their homes, and threatened with death if they diſobeyed theſe mandates. But the Admiral, ever attentive to the good of the ſervice, retained as many of this uſeful ſet of men in the ſervice as he could; not only keeping more of them on board the fleet than were immediately neceſſary, a meaſure which proved afterwards of the greateſt utility, but holding out proſpects to them of future proviſion, which had a moſt happy effect.

In ſpring this year, the Americans, who were diſcontented with his Majeſty's government, began to intercept the meſſengers that were intruſted with letters from the General and Admiral to the officers ſtationed at different ports, or to ſuch as remained faithful to his Majeſty's government. This obliged General Gage and Admiral Graves, for the greater ſecrecy as well as ſecurity, to ſend their diſpatches to the different ports by ſea; an additional duty on the fleet, which were already ſufficiently employed.*

Toward the end of the year 1774 and the beginning of this year, the ſituation of affairs in the four New England provinces, particularly in and about Boſton, began to wear a very threatening aſpect. The mutual jealouſies and diſcontents between the parent ſtate and the colonies had arrived at ſuch a height, as induced the latter to adopt what they termed proper precautions. The whole of the province of Maſſachuſet's Bay, as well as ſeveral of the other provinces, were actually preparing for war with the greateſt diligence; uncommon pains were taken to diſcipline the militia and minute-men; to provide every

* See Note 22.

every man with arms and ammunition, and to collect magazines and proviſions, &c. At the ſame time, the people were ſo extremely violent, that they ſcrupled not to declare, that theſe preparations were intended not only to defend themſelves againſt the Britiſh, but that when winter ſhould ſet in, and the ice become ſtrong enough to bear them, they would come in a body to Boſton, and by dint of their numbers turn all the King's troops out of it. In the mean time, they continued invariably to oppoſe the execution of the new laws.

On the part of the Britiſh, it muſt be obſerved, that there was but a very ſmall army in Boſton, and that they only took the uſual methods of guarding againſt ſurpriſe, until the latter end of the winter; when it became abſolutely neceſſary, not altogether to ſlight the evidence of their eyes and ears. But all that was then done was to augment the guards, ſentinels, &c.

However, as the ice during the winter 1774 did not happen to freeze hard enough to ſerve as a bridge, the diſaffected were obliged to poſtpone their intended ſcheme of turning the King's troops out of Boſton, until the ſpring; when they gave out, that they would come for that purpoſe in whale-boats. Accordingly, about the beginning of the month of April, the Tories, that is to ſay, the people who continued well-affected to his Majeſty, were more openly perſecuted than before; many of them were compelled to fly into Boſton, and things were every where carried with a high hand againſt the Britiſh Government: ſo that it became viſible, that unleſs the differences were ſpeedily adjuſted, the parties muſt ſoon come to avowed hoſtilities.

The moſt ſenſible and beſt informed of the King's friends in Boſton were of opinion, that all communication would ſoon be cut off with the country, and the oppoſers of Government would find means to oblige the Britiſh forces to abandon the town.

In order to prevent being taken by ſurpriſe, no expence was ſpared to fortify the neck of land which leads into Boſton from Roxbury, and a very watchful eye was kept on the people both

of

of Charleſtown and Boſton; thoſe in the latter not having as yet conſented to be diſarmed. Leſt the communication with the country ſhould be cut off, Admiral Graves gave orders to all the ſhips of war at Boſton to prevent any ſtock from being taken off the iſlands in the harbour, without permiſſion: and as the ſituation of things became more and more critical, he was ſolicitous to guard the town of Boſton from any attempt that might be made againſt it from the Charleſtown ſide. He therefore ordered the channel of the river to be carefully ſounded; and finding by the report, that there was room enough for a ſhip of the line to ſwing at low water, he directed Captain Le Cras to place the Somerſet exactly in the ferry-way between the two towns. The Somerſet, by this poſition, not only ſerved to overawe Charleſtown, and prevent any attack from that ſide, but ſhe would have enabled the General to employ a greater number of ſoldiers in the defence of other poſts, had the New Englanders preſumed to make the threatened attack. The fleet under the command of Vice-Admiral Graves was greatly diſperſed, but ſo diſpoſed, as to afford all the protection in his power to his Majeſty's loyal ſubjects in the colonies.*

General Gage having received undoubted intelligence of a large quantity of military ſtores being collected at Concord, the town where the Aſſembly of the province of Maſſachuſet's Bay had met, and that this magazine was for the avowed purpoſe of ſupplying a body of troops deſtined to act in oppoſition to his Majeſty's government; Vice-Admiral Graves, on the 18th of April, by deſire of the General, ordered the boats of the ſquadron to aſſemble alongſide of the Boyne by eight o'clock in the evening, their officers being inſtructed to follow the directions of Lieutenant Bourmaſter. About half paſt ten o'clock, the grenadiers of the army and the light-infantry, under the command of Lieutenant-Colonel Smith of the tenth regiment, and Major Pitcairn of the marines, were embarked into theſe boats, with orders to deſtroy the above mentioned ſtores. The troops diſembarked at the entrance of Cambridge river, at Phipps's

* See Note 23.

Phipps's farm, and immediately began their march. General Gage was ſurrounded with too many ſecret enemies, for this meaſure to remain concealed. They contrived means to ſend advice of the intended enterprize, and likewiſe of their ſuſpicions, that beſides the deſtruction of the ſtores, it had another and more important end in view, viz. the ſeizing on the perſons of John Handcock and Samuel Adams, Eſqrs. two of the Members of the Aſſembly then ſitting at Concord, who had rendered themſelves, by the violence of their oppoſition, extremely obnoxious to government. Lieutenant-Colonel Smith had marched only a few miles, when he found the whole country alarmed by the ringing of bells and firing of guns: on which he detached ſix companies of light-infantry, under the command of Major Pitcairn, to ſecure two bridges on different roads beyond Concord. This officer, upon his arrival within two miles of Lexington, which might be about four in the morning of the 19th, received intelligence, that a body of near five hundred men in arms were aſſembled, and determined to oppoſe the King's troops. On galloping up to the head of the advanced companies, the officers told him, that a man advanced from thoſe that were aſſembled had preſented his muſquet, and attempted to ſhoot at them; but that the piece had flaſhed in the pan. On this, the Major gave directions to the troops to move forward; but on no account to fire, without orders. When they arrived at the end of the village, they obſerved about two hundred armed men drawn up on a green: and when the troops came within one hundred yards of them, theſe men began to file off towards ſome ſtone walls on the right flank. Major Pitcairn called to them to diſperſe; the King's troops followed them, and the Major gave orders that they ſhould not fire, but endeavour to ſurround and diſarm the Americans. A few of them who had leaped over a wall, then fired four or five ſhot at the troops, wounded a man of the tenth regiment, and ſhot Major Pitcairn's horſe in two places. Some ſhots were fired from other places at the ſame time; on which the light-infantry, without any order or regularity, began

began a ſcattered fire, and killed ſeveral of the country people: but their fire was ſilenced, as ſoon as the authority of their officers could be interpoſed. Soon after this unfortunate tranſaction, Lieutenant-Colonel Smith, with the troops under his command, joined Major Pitcairn, and the whole marched on for Concord, where they arrived about nine o'clock. Meſſieurs Handcock and Adams did not wait the arrival of the King's forces, but moved off to a place of ſafety. Great numbers of the country people now aſſembled on all the neighbouring heights. While Lieutenant-Colonel Smith, with the main body of his troops, was at Concord ſearching for cannon and ſtores, he detached Captain Parſons, with ſix companies of light-infantry, to ſecure a bridge at ſome diſtance from that place, and to proceed from thence to certain houſes where it was ſuppoſed ſome of the ſtores were depoſited. Captain Parſons, in purſuance of theſe orders, poſted three companies at the bridge and on ſome heights near it, under the command of Captain Laurie of the forty-third regiment; and with the remainder went and deſtroyed ſome cannon-carriage wheels, powder, &c. All this while the country people continued aſſembling on the heights; and in about half an hour after, a large body of them began to move towards the bridge. The light companies of the fourth and tenth regiments then deſcended from the heights, and joined Captain Laurie at the bridge; but were followed by the provincials in great numbers, who fired on the King's troops, by which three men were killed, and ſeveral officers and men were wounded. After returning the fire, and conſulting with his officers, Captain Laurie judged it prudent to retreat towards the main body at Concord: and on the road he was joined by two companies of grenadiers. Captain Parſons, with the companies which had remained with him, immediately followed Captain Laurie, and marched for Concord. On their march, they ſaw the three men who had fallen by the ſhot from the Americans lying on the ground, one of them ſcalped, his head much mangled, and his ears cut off, though not quite dead; a ſight which greatly incenſed the ſoldiers,

ſoldiers, and ſtruck them with horror. Colonel Smith deſtroyed all the cannon and ſtores he could find at Concord. Both he and Major Pitcairn took all poſſible pains to convince the inhabitants, that no injury was intended to them; and that if they would open their doors when required, ſo that ſearch might be made for the military ſtores, not the ſlighteſt miſchief ſhould be done to them. Nor had any of the people the leaſt reaſon to complain; but they were ſulky, and one had even the inſolence to ſtrike the Major. The alarm, which had now become general, and the reports of oppoſition which the King's troops had met with, ſoon reached Boſton, with circumſtances of aggravation. This induced General Gage to ſend another detachment, conſiſting of eight companies of the fourth regiment, the ſame number of the twenty-third and forty-ninth regiments, with ſome marines, and two field-pieces, under the command of Earl Percy, with orders to march by Cambridge bridge to Lexington, and to ſupport the detachment under Lieutenant-Colonel Smith. This was a moſt fortunate circumſtance. The latter, as ſoon as all his detached parties had rejoined him, began his march from Concord to Lexington, on his return for Boſton; but ſcarce had the troops got out of the town, when they were aſſailed with a heavy fire from all ſides, from walls, fences, houſes, trees, barns, &c. which continued without intermiſſion until they were met by the detachment under Lord Percy, who had made the greateſt haſte to their aſſiſtance. The fire from the field-pieces at firſt checked the Americans; but their numbers increaſing every minute, they hung on the rear of the King's troops, and kept up a moſt galling fire until they reached Charleſtown, always keeping themſelves as much under cover as poſſible. Conſidering how very much fatigued the troops were, as the greateſt part of them had been under arms all night, and had marched near forty miles before they got back to Charleſtown, it is aſtoniſhing that the loſs they ſuſtained was ſo ſmall; the more ſo, when it is remembered by what numbers they were attacked, from the moſt advantageous poſitions, for the ſpace of fifteen miles. On this memor-

memorable occaſion, one lieutenant, one ſerjeant, one drummer, and ſixty-two rank and file, were killed; two lieutenant-colonels, two captains, nine lieutenants, two enſigns, ſeven ſerjeants, one drummer, and one hundred and fifty-ſeven rank and file, wounded; and one lieutenant, two ſerjeants, and twenty-four rank and file, miſſing. Three pieces of iron ordnance were deſtroyed by the detachment; ſome new gun-carriages and a great number of carriage-wheels burnt; and a conſiderable quantity of flour, gunpowder, muſquet-balls, and other articles, were thrown into the river. The provincials acknowledged, that they had thirty-eight men killed, and upwards of twenty wounded, on this occaſion, in which they aſſerted the King's troops to have been the aggreſſors; but this charge was as ſtrenuouſly denied by them, and retorted on the Americans.

As ſoon as Vice-Admiral Graves knew that the King's troops were returning by way of Charleſtown, he ordered that all the marines on board the ſquadron ſhould be ready to land at a moment's warning, under the command of Lieutenant-Colonel Johnſtone; and they were accordingly landed, at General Gage's requeſt, at Charleſtown, in order to aſſiſt and cover the retreat of the detachment. On this occaſion, his Majeſty's ſhip the Somerſet proved of very great ſervice; as from the ſtation in which ſhe was placed, ſhe intimidated the diſaffected inhabitants of Charleſtown from attacking the King's troops, who, under her cover, paſſed over to Boſton without farther moleſtation. Had it not been for this protection, it is probable, that the conſequences might have proved very fatal to ſoldiers ſo ſo much exhauſted with fatigue, and whoſe ammunition was nearly expended, as they would undoubtedly have been attacked by great numbers; and if the inſurgents had ſucceeded in cutting off ſo conſiderable a detachment of his Majeſty's forces, the garriſon of Boſton might have been in a very critical ſituation.

Soon after the commencement of open hoſtilities at Lexington, it was commonly reported, that Admiral Graves had urged

General Gage, without loſs of time, to burn the towns of Charleſtown and Roxbury, to ſeize and eſtabliſh poſts upon Roxbury heights and Bunker's Hill, the latter of which places the rebels had begun to fortify; but for ſome unknown reaſons, the work had been diſcontinued. In oppoſition to this propoſal, the General, it is ſaid, ſtated the weakneſs of his army; which the Admiral offered to ſtrengthen as far as lay in his power, by landing the marines that were on board the ſquadron. And if the General thought proper to withdraw the 64th regiment from Caſtle William, he offered to garriſon it with his ſeamen, and be anſwerable for its ſafety. How well-founded this report was, it is impoſſible for us to ſay; but had ſuch a plan been ſteadily purſued, it would have given the appearance of vigour and activity to our operations: and by ſerving as a great check to the proceedings of the diſloyal Americans, it might have induced them to remain a long time quiet, eſpecially when it is conſidered, that three line of battle ſhips lay oppoſite to the town, and that the wareſhouſes were full of goods. It is well known, that Admiral Graves was decidedly of opinion, that from the 19th of April, we ought to have commenced hoſtilities, by laying waſte all the circumjacent country.

On the 20th of April, Vice-Admiral Graves iſſued orders, that all ſcows, ſloops, ſchooners, and boats of every deſcription, ſhould be brought, as ſoon as they could be picked up, and kept to the ſouthward of the long wharf, under the care of a guard, and that none of them ſhould be allowed to paſs into the harbour, (except with the King's troops) without his leave in writing. Every ſhip was now kept clear for action, and during the night, boats manned and armed lay alongſide of each. The number of guard-boats was doubled, and proper inſtructions given to the officers, in caſe the rebels ſhould attempt to force the lines; ſome thouſands of them in arms having aſſembled at Roxbury. At the ſame time, the Admiral ordered Captain Le Cras to acquaint the ſelect men of Charleſtown, that if they ſuffered the rebels to take poſſeſſion of their town, or to erect any works upon the heights, the Somerſet would fire on them.

them. Captain Macartney, in Nantaſket road, had directions to keep a ſtrict look-out upon Alderton. Captain Biſhop was ordered to caution the people of Marblehead againſt aſſiſting the rebels, upon pain of being conſidered as ſuch, and having their town deſtroyed. The Falcon ſloop was ordered to haul as far into Gallow's creek to the ſouthward as poſſible. The Captain of the Nautilus, off Magazine Point, was inſtructed to arm a flat-bottomed boat, and with the aſſiſtance of boats from the other ſhips, to take care that a guard ſhould be rowed every night as high up the river as they could go. The Somerſet was to prevent any perſon from croſſing the river without the Governor's permiſſion; and when the ferry-boats were afterwards allowed to ply, not to ſuffer any arms or ammunition to be carried to the Charleſtown ſide, except for the King's forces; and after gun-firing in the evening, no boat was allowed to paſs, except thoſe rowing guard. The Hope ſchooner was ſtationed between Dorcheſter Point and Caſtle William, to alarm the garriſon, in caſe of any attempts being made againſt it in the night; and her commander was ordered to concert ſignals with the commandant in the Caſtle for that purpoſe. Another ſloop arriving ſoon after, was, as a farther ſecurity to the Caſtle, ſent to join the Hope; and her Captain likewiſe received full directions for his proceedings upon any contingency.

The reſolution of General Gage to keep the women and children in the town, and the very great activity of the garriſon, and the King's troops in general on their ſeveral ſtations, were the means that moſt probably prevented Boſton from being attacked. The whole country round was in the utmoſt agitation, from the time they heard of the engagement between the King's troops and the provincials: and there was great reaſon to believe, that the ferment which ſucceeded was rather the effect of joy, than of ſurpriſe or fear. Multitudes having repaired to Cambridge and Roxbury, completely equipped for battle, there took poſt; and with the greateſt alacrity threw up intrenchments. Movements ſo rapid, and at the ſame time ſo

judicious, had much the appearance of being the result of a preconcerted and well-digeſted plan.

Reports were circulated, that the inſurgents had reſolved to ſtorm the town of Boſton; to ſeize upon and deſtroy Caſtle William; to fortify Point Alderton; to burn all the ſhips of war; and to cut off every perſon diſaffected to their cauſe. Some through fear believed theſe reports; and many were inclined to give credit to what they wiſhed might be accompliſhed. They anſwered one good purpoſe, by inducing both the Admiral and General to take every precaution in their power to fruſtrate ſuch deſigns, being convinced that the danger with which they were threatened from without, would have been powerfully aided by the King's enemies who were within the town.

The Admiral's propoſal, for poſſeſſing and fortifying the heights of Charleſtown, not having been acquieſced in, it immediately occurred to him, that the Somerſet, which was moored in the ſtream between the towns of Boſton and Charleſtown, would be frequently in a defenceleſs ſtate, confined by her ſituation in a very narrow channel and ſhallow water, unable to be removed except upon flood tides, and then only by warping. In addition to theſe unfavourable circumſtances, ſome hours before and after low water, her guns could not command the heights above Charleſtown, from whence ſhe might be annoyed. It is true, that the inſurgents had not then diſcovered any intention to occupy them, and complete the works which they had but juſt begun; but it was to be apprehended, that ſo advantageous a ſituation would not long eſcape their notice, and that they would ſoon erect batteries there. The Vice-Admiral aſked and obtained General Gage's permiſſion, to throw up a battery on Cope's-hill in Boſton, for the ſecurity of ſuch of the King's ſhips as the ſervice might require to be in Charleſtown river, and to man it with his ſailors and marines. The ſituation of this hill obviouſly pointed it out as the fitteſt ſpot for the purpoſe intended, being nearly of an equal height with Bunker's Hill, and the other heights near it on that ſide of the river, and directly oppoſed to a commanding eminence, from which

which the Admiral apprehended the Somerſet might be fired upon, at a time when ſhe neither could make reſiſtance, nor get out of danger: the Admiral undertook to erect this battery with his ſeamen and marines, as from the ſevere duty in the town, a working party could ill be ſpared. Lieutenant-Colonel James, of the regiment of artillery, ſuperintended this work; and when finiſhed, it was mounted with ſix twenty-four pounders from the line of battle ſhips, and called the Admiral's Battery.

From the day on which the ſkirmiſh at Lexington happened, all intercourſe between the country and the garriſon of Boſton was cut off, and the town was completely blocked up on the land-ſide. General Putnam was ordered to aſſume the command of ſuch of the rebel troops as had aſſembled at Roxbury and its environs, to the amount of fifteen thouſand men: all ſupplies of proviſions or fuel were ſtrictly prohibited from being carried into Boſton, and every ſtep was taken to diſtreſs the King's troops as much as poſſible. The activity and alertneſs with which theſe orders were executed, ſhewed how hearty the people were in the cauſe for which they had taken arms; and the courage they frequently diſplayed, manifeſted that they were equal to any enterprize. Cannon and ammunition were reported to be the two things which the inſurgents ſtood moſt in need of; but they ſoon found means to obtain an ample ſupply of both. Though General Gage had got intelligence conveyed to the Commandants of the forts at Ticonderago † and Crown Point, ‡ they were both moſt ſhamefully taken by ſurpriſe by a handful of rebels, headed by a perſon of the name of Allen, who on this occaſion aſſumed the rank of a Colonel. In theſe two places, the inſurgents found a great ſupply of cannon and military ſtores: and ſoon after, the Congreſs aſſembled a very conſiderable force there for the invaſion of Canada.

Exaggerated accounts of the action near Lexington flew with the greateſt rapidity to every province in North America; and together with the comments which accompanied them, did infi-

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† June 2d. ‡ June 3d.

nite miſchief to his Majeſty's authority in that country. The people prepared for reſiſtance, inſtantly flew to arms, and in every province where the ſpirit of diſaffection prevailed, it was reſolved not to ſupply the King's ſhips or troops with proviſions, ſtores, or even with fuel. Some of the moſt violent proceeded ſo far, as to declare offenders againſt theſe reſolutions to be enemies to their country, and others threatened ſuch with the puniſhment of death.

His Majeſty's Governors of moſt of the North American provinces, were indebted to ſome ſmall ſhips of war for their ſafety. The increaſing numbers and the activity of the diſaffected Americans, who were aſſembled before the town of Boſton, rendered it impoſſible for the Admiral or General to ſpare them a naval or military force capable of affording them protection; far leſs of ſubduing the inſurrections in their reſpective provinces. The Aſia of ſixty-four guns was, however, ſent by the Admiral to aſſiſt Governor Tyron at New York. In Virginia, the Earl of Dunmore, with a handful of men, performed wonders; and had the good fortune to get the public ſtores at Williamſburgh conveyed on board ſome ſmall veſſels, in the night of the 20th of April. But the inhabitants ſoon after taking arms, ſeized on the remaining magazines: and his Lordſhip was forced to take refuge on board a ſhip of war. A like fate befel moſt of his Majeſty's Governors of the North American provinces this year; the greater part of the Provincial Aſſemblies having reſolved to pay them obedience no longer.

On the 10th of May, the ſecond General Congreſs, met at Philadelphia, acted agreeably to the ſentiments of the majority of their countrymen, and ſoon formed Articles of Confederation and perpetual Union of the United States of America. We will now return to Boſton, the grand ſcene of naval and military operations.

About the 20th of April, General Gage intimated his intention to Vice-Admiral Graves, of withdrawing the remainder of his Majeſty's troops from Halifax, and bringing them to Boſton.

Boſton. As Halifax was the only naval arſenal on the American continent, the Vice-Admiral, to prevent its being left in a defenceleſs condition, ſent orders to Captain Edward Medows of the Tartar to remain there, in order to protect that harbour, the dock-yard and ſtores, and to ſupport his Majeſty's Government.

A party of the 4th regiment having been ſent during the winter to Marſhfield, for the ſafety of a number of friends to Government in that town and neighbourhood, the Hope ſchooner was ordered, with two ſloops, to bring them to Boſton, and along with them any of the loyal inhabitants who might deſire to be removed.

All communication by land being ſtopped by the rebels, General Gage repreſented to the Admiral, the neceſſity of having ſmall veſſels to carry diſpatches to and from New York, and occaſionally to Piſcataway and Halifax. In conſequence of this repreſentation, he purchaſed two ſchooners, and eſtabliſhed them as armed veſſels, one by the name of the St. Lawrence, the other by that of the Halifax; conferring the command of the former on Lieutenant John Graves, and of the latter on John de la Touche. It was with the utmoſt difficulty that the Admiral obtained theſe two ſchooners, on account of the fears of the owners to riſk their veſſels. The diſaffected Americans having determined to prevent the King's army and navy from obtaining any ſupplies of proviſions and fuel, their rulers iſſued their prohibitions to that effect with ſuch ſeverity, that moſt of the veſſels in the province of Maſſachuſet's Bay were diſmantled and laid up.

It was at this time forbidden at Cambridge, under pain of death, to ſupply the town of Boſton with neceſſaries of any ſort. The Admiral gave orders to his cruizers to ſecure and bring in, every veſſel with proviſions which they ſhould meet; and he wrote moſt preſſingly to the Governors of Quebec and Nova Scotia to facilitate, as much as lay in their power, the ſending of ſupplies of freſh proviſions and other neceſſaries to Boſton.

The inſurgent Americans, with aſtoniſhing perſeverance, purſued their avowed deſign of cutting off every poſſible ſupply from the friends of Government, and of deſtroying what they could not carry away. On the 27th of May, they burnt a great deal of hay on Hog iſland; and a few hours after, they landed on Noddles iſland, with the intention of alſo burning the hay which had been purchaſed for the army, and of adding to the conflagration, by laying in aſhes a ſtorehouſe that had been hired when his Majeſty's ſhip the Glaſgow was on ſhore, and in which the Admiral had depoſited two large cargoes of lumber, until an opportunity ſhould offer of ſending them to Halifax. The ſtorehouſe alſo contained many other articles, which it was of great conſequence to preſerve, from the impoſſibility of having them replaced at this juncture. There were likewiſe on this iſland ſix hundred ſheep, ſeveral milch cows, and a number of horſes, moſtly private property. The Admiral, eager to prevent the depredations of the Americans, when he obſerved that they were landed upon the iſland, immediately ordered the Diana ſchooner (newly arrived) to ſail between it and the main; and to get up as high as poſſible to intercept them: and as aſſiſtance from the army required time, he directed a party of marines to be landed. The Diana entered the river between three and four in the afternoon at low water, and proceeded to Hog iſland, with ſome interruption from the rebels on all ſides. Their numbers on Hog and Noddles iſlands were computed at ſeven hundred men. Parties of each occaſionally attacked the Diana. They were, however, all obliged to quit Noddles iſland, without doing the intended miſchief. This being effected; Lieutenant Graves, whom the Admiral had ordered not to remain in the river upon the turn of the tide, began to move off: but being retarded by a calm which unluckily took place, the boats of the ſquadron were ordered to aſſiſt the Diana by towing her along. The ſlow progreſs which ſhe made gave time for the enemy to aſſemble; and by the cloſe of the evening the whole country was alarmed, and the rebel General Putnam had brought two

thouſand

thouſand men with field-pieces from Cambridge, with which he lined the ſhore and greatly annoyed her. The marines from the ſquadron were landed on the iſland, with two three pounders from the Cerberus; and General Gage, the moment it was in his power, ſent two pieces of artillery: but it was impoſſible, though in ſight of the fleet, to give the ſchooner any effectual aſſiſtance. The calm continued; it grew almoſt dark; the fire of the rebels increaſed; between eleven and twelve at night, ſhe unfortunately got aground upon the ferry-ways at Winniſimmeſt, and the tide ebbing faſt, rendered every effort to move her ineffectual. About three in the morning ſhe fell over, and her crew were obliged to abandon her, and go on board the Britannia armed ſloop, which had been ſent to their aſſiſtance. The Diana was ſoon after burnt by the rebels. The battle was renewed by Lieutenant Graves in the Britannia, and laſted about eleven hours from firſt to laſt, in which there were two men killed, and ſeveral wounded; the commander, officers, and crew of the Diana ſchooner were tried by a Court-martial for the loſs of the veſſel, and moſt honourably acquitted.

After this diſagreeable affair, the great utility of the battery erected by the Admiral on Cope's-hill, in the town of Boſton, was diſcovered. The corps of artillery was ordered to take poſſeſſion of it, and to mount on it ſome of their own cannon, thoſe belonging to the men of war having been returned on board; and as this defence was now conſidered as of ſome importance, it loſt its former name, and obtained that of the *Cope's-hill Battery.*

The Admiral now found it neceſſary to remove the Somerſet from her ſtation, in the narrow paſſage between Boſton and Charleſtown, where ſhe had been of great uſe, as ſhe was in obvious danger from the declared intentions of the rebels to burn and deſtroy her; a deſign they might eaſily accompliſh, becauſe ſhe could be moved only by warping, and that on a flood tide. She was therefore ordered to anchor off Hancock's wharf:

wharf: the Lively to take her ſtation at the ferry, and the Merlin to go to Marblehead in place of the Lively.

On the 29th, the rebels landed again upon Noddles iſland, drove off the ſheep and cattle, and entirely deſtroyed all the dwellings, barns, ſtables, and out-houſes of every kind in the place.

Captain Linzee, of the Falcon, perceiving an American veſſel in Buzzard's Bay, ſent a ſloop to ſeize her, which ſhe did: but returning with her prize, ſhe was attacked by a veſſel from Dartmouth, taken and carried in there. This loſt Captain Linzee his gunner, ſurgeon's mate, a midſhipman, eight ſeamen, and three marines, who were carried priſoners up the country.

The Aſia, Captain Vandeput, arrived at Sandy Hook the 25th of May, and the next day moored before New York. Captain Vandeput ordered the King's Fiſher ſloop to remain at the Hook, and to cruize occaſionally for the packets and the troops expected to arrive there. He found that Lieutenant-Governor Colden had retired to Long Iſland, and that the authority of Government was entirely ſuſpended; the direction of the city being in the hands of rebel Committees, who allowed the Aſia to be ſupplied with every thing wanted. But as no dependence could be placed on ſo precarious a ſupply, Captain Vandeput received orders to take the firſt opportunity of having his proviſions completed: and Captain James Montagu, of the King's Fiſher, was directed to do the ſame.

The rebel Congreſs now reſolved to raiſe an army of thirty thouſand men; each colony giving its proportion according to the extent and number of its inhabitants. They alſo agreed to iſſue paper currency for the ſupport of their troops; to publiſh regulations for raiſing, maintaining, and diſciplining them; and with a view of extending their influence, they addreſſed the Canadians to unite in their cauſe. On the 24th of May, a large reinforcement of infantry, and a regiment of light dragoons, arrived at Boſton from Ireland: and on the 26th, the Cerberus frigate alſo arrived, having on board Major-Generals Howe,

Howe, Clinton, and Burgoyne. On the 8th of June, the Congreſs reſolved, "That the compact between the Crown "and the people of Maſſachuſet's Bay is diſſolved." On the 12th, General Gage iſſued a Proclamation at Boſton, eſtabliſhing Martial Law, and offering pardon to all perſons in rebellion, excepting Samuel Adams and John Handcock, whoſe crimes were conſidered as of too flagitious a nature to admit of any thing ſhort of condign puniſhment. This proclamation rendered thoſe two gentlemen ſtill dearer to their countrymen, if poſſible, than they were before.

At day-break on the 17th of June, the garriſon of Boſton were alarmed by a heavy cannonade from his Majeſty's ſhip Lively, which proceeded from the enemy having taken poſſeſſion of Bunker's Hill, a height on the peninſula of Charleſtown, and which they had, during the preceding night, fortified with the greateſt diligence. They were diſcovered in the morning, erecting a battery to play on the ſhipping and the town of Boſton. General Gage immediately reſolved to attack and if poſſible diſlodge them.

It was intended to have warped the Somerſet nearer to the ſhore, that the troops might have landed under cover of her fire; but from the ſhallowneſs of the water this plan was abandoned. From this cauſe the large ſhips could give no other aid, than that of ſending men, ammunition, and ſtores to the ſmaller ones, and their boats to aſſiſt at the debarkation of the forces. The Glaſgow frigate and Symmetry ſchooner kept a conſtant fire upon Charleſtown-neck; two ſcows, (a kind of flat-bottomed lighters) with a twelve pounder in each end, were manned from the ſhips of war, and under the direction of Colonel James of the artillery, went as near to the mill-houſe as poſſible, with a view not only to prevent the enemy from marching freſh forces over the iſthmus during the action, but to annoy thoſe who were routed, and to prevent their eſcape. This plan was fruſtrated by the ebbing tide, which prevented either the ſcows or ſmall veſſels from approaching within the diſtance neceſſary to perform the ſervice with effect.

The

The Lively, Falcon, and Spitfire, anchored abreaſt of and below Charleſtown, covered the landing of the troops, and kept up a well-directed fire, as long as they could diſtreſs the enemy without too much endangering their own people.

At nine in the morning, the Glaſgow frigate, lying off New Point, and a battery of ſix pieces of heavy cannon, and ſome howitzers from Cope's-hill, opened on the rebels. The perſeverance with which they continued their work, notwithſtanding this ſevere cannonade, was aſtoniſhing; and would have done honour to veteran troops. By General Gage's orders, ten companies of grenadiers, and ten of light-infantry, together with the 5th, 38th, 43d, and 52d regiments, and a proportional quantity of artillery, under the command of Major-General Howe, having under him Brigadier-General Pigot, were embarked with great expedition, and landed about noon on Charleſtown Point, without oppoſition, under the protection of the before mentioned ſhips of war, whoſe well-directed fire kept the inſurgents within their works. The troops formed in excellent order the moment they reached the ſhore: the light-infantry, under Brigadier Pigot, were poſted on the right, and the grenadiers on the left; the 5th and 38th regiments were drawn up in the rear of thoſe corps; and the 43d and 52d regiments made a third line. The rebels on the heights were in great force and ſtrongly poſted. Their numbers had enabled them, in the courſe of the night of the 16th, to throw up a redoubt and other works, on which they had mounted cannon. Theſe works were full of men: and they had alſo poſted a large body of troops in the houſes of Charleſtown, which covered their right flank. Their centre and left flank were covered by a breaſt-work, part of which was cannon-proof; and theſe works reached from the left of their redoubt to the Myſtic or Medford river.

The very great appearance of the enemy's ſtrength on the heights, and the large columns which were ſeen pouring to their aſſiſtance, being repreſented to General Gage, he ordered a reinforcement, conſiſting of ſome companies of grenadiers and

and light-infantry, the 47th regiment, and the firſt battalion of marines, under the command of Major-General Clinton, making a body of troops of ſomething more than two thouſand men. General Howe, on being joined by this reinforcement, formed the corps under his command into two lines, and advanced towards the enemy's works. About half an hour after three o'clock, he began his attack by a briſk cannonade from his field-pieces and howitzers; the firſt and ſecond lines advancing ſlowly, and frequently halting, to give time for the artillery to fire with more effect. The light-infantry were directed to force the left point of the breaſt-work, to take the enemy in flank; and the grenadiers to attack in front, ſupported by the 5th and 52d regiments. No troops could behave themſelves better, or exert themſelves more to execute their orders, than his Majeſty's did upon this occaſion; but the rebels, who were intrenched to the teeth, did not return a ſhot until the aſſailants were very near, when they poured in a heavy and an inceſſant fire upon them. For ſome time they withſtood this, but their loſs of officers and men, who were quite expoſed to the enemy, becoming very great, the troops recoiled a little, and fell into diſorder. General Howe and the other officers, with the greateſt intrepidity, rallied the ſoldiers. At this time, the General pointing out to Admiral Graves, who was near him, the miſchief which his left wing ſuſtained by the enemy's fire from the houſes of Charleſtown, the Admiral aſked him, if he wiſhed to have that place deſtroyed? And being anſwered in the affirmative, orders were immediately ſent for the ſhips to fire red-hot balls, (which had been prepared with this intention) and alſo to the Cope's-hill battery to throw carcaſſes into Charleſtown. Theſe orders were inſtantly obeyed, and had the intended effect. The place was preſently in flames; the ſteeple of the church being compoſed of wood, from it a warm and well-directed fire had been kept up, fell, full of armed people, and all in a blaze; ſoon after, the rebels were forced to abandon the town. At this inſtant, General Howe renewed his attack; and notwithſtanding the various impediments thrown in the way

of

of the King's troops, he purſued his point and carried the redoubt. The inſurgents were then driven ſucceſſively from all their works, and forced to abandon the peninſula, leaving five pieces of cannon behind them. At the beginning of the action, the rebels had at leaſt five thouſand men; and the loſs they ſuſtained in killed and wounded was very conſiderable. Many of them they conveyed off in waggons during the conflict, as only thirty of their killed were found in their works, when the King's troops forced them; among which number was their Commander, Doctor Warren, a phyſician, who on this occaſion had acted as a Major-General.

In this action, the loſs ſuſtained by the Britiſh troops, conſidering the numbers that were engaged, was great beyond example. Eighteen officers, and upwards of two hundred men, were killed on the ſpot; and ſixty-eight officers, and ſeven hundred and fifty-eight men, were wounded;† many of whom died, or were completely diſabled from farther ſervice. Among the officers who died of their wounds, the public and the ſervice ſuſtained a great loſs by the deaths of Lieutenant-Colonel Abercrombie and Major Pitcairn.

The ſpirit of diſaffection to his Majeſty's Government having now become almoſt general among the revolted colonies, on the 18th of June, the artificers of Boſton refuſed to work on a brig then building for his Majeſty's ſervice. The Admiral found it neceſſary, and the Governor gave his conſent, to order an impreſs of ſhipwrights, caulkers, and ſeamen. By this means between two and three hundred men were collected; many of the ſailors were retained for the ſhips of war, and the artificers, after ſome days confinement, conſented to do the work required, and were releaſed.*

Captain

† See Note 24.

* From the rapid progreſs which diſaffection to the parent ſtate had made in the colonies, the Admiral found it impoſſible for him, with the few ſhips and veſſels under his command, to provide a ſufficient number of cruizers for intercepting the enemy's ſupplies of proviſions and military ſtores, and at the ſame time ſhips for protecting commerce and the fiſheries; eſpecially as ſeveral of his ſqua-

Captain (now Sir James) Wallace, with the Roſe frigate and Swan ſloop, continued at Rhode Iſland, where he did important ſervice to Government, not only by keeping that iſland in obedience, but by ſeizing ſupplies of proviſions intended for the enemy at Providence, and ſending theſe to Boſton for the uſe of the navy and army. There ſuch ſupplies were much wanted, becauſe all communication with the country was cut off; and the few who, prompted by inclination or allured by the proſpect of exorbitant gain, ventured to bring in proviſions, were, when diſcovered, ſeverely puniſhed for this commerce by the ruling powers.

The action at Bunker's Hill made the Congreſs of the revolted colonies ſee the abſolute neceſſity there was, for having a proper perſon to command their army and direct their military operations; and in this important buſineſs, they did not diſcover leſs penetration and judgment than they had done in moſt of their former proceedings. Their choice fell on George Waſhington, Eſq; of the province of Virginia, whom they appointed Generaliſſimo and Commander in Chief of all their forces in America. He arrived at the camp, near Cambridge, on the 2d of July, and aſſumed the command. Time has ſince fully evinced what a judicious choice Congreſs made on this occaſion. From the day that Mr. Waſhington directed the operations of the Americans, the fatigue and diſtreſſes of the Britiſh in Boſton greatly increaſed; and ſo completely were they hemmed in, that a ſtop was put to all offenſive operations on their ſide: while on the contrary, the activity and courage diſplayed by the rebels, refuted thoſe ill-founded aſperſions of want of ſpirit and reſolution, which had been thrown out againſt them in England.

The poſſeſſion of Bunker's Hill, which was now made a ſtrong

ſquadron were neceſſarily employed to the ſouthward, in protecting the perſons of his Majeſty's ſervants and ſubjects. From the ſame cauſe, the Admiral had it not in his power to ſend any veſſel to the northward of Halifax, except the Gaſpée brig; the Tartar frigate being obliged to remain there, for the protection of the port, the dock-yard, and naval ſtores

ſtrong fortified poſt, was attended with its inconveniencies. By extending the quarters of the army, which were formerly very much circumſcribed, it divided its force, and nearly doubled its duty. Blocked up by an enemy whom they regarded with great contempt, but whoſe activity now cut them off from all the refreſhments they ſo very much wanted, and which the environs of Boſton afforded in the greateſt plenty; the ſituation of the Britiſh forces at this period muſt have been galling in the extreme.

No ſooner had the Britiſh firmly eſtabliſhed a poſt on Bunker's Hill, than the rebels formed one directly oppoſite to it on their ſide of Charleſtown-neck, which kept the troops there as cloſely inveſted as thoſe in the town of Boſton. They were alſo indefatigable in fortifying all their poſts, and ſo alert in guarding them, that General Gage could never effect any thing againſt them by ſurpriſe. On the contrary, they ſucceeded but too often in deſigns of this ſort, and even took and burnt the guard-houſe on Boſton-neck.

For a conſiderable time General Waſhington was ſo ſparing of his ammunition, as plainly to indicate that he was ſcarce of powder; but the Congreſs deviſed means to obtain a ſupply of that article, before they had any commerce with the French or Dutch merchants. Early in the month of Auguſt, an armed ſloop from Philadelphia, and a ſchooner from Charleſtown in South Carolina, repaired to the iſland of Bermuda, ſeized on the principal magazine, containing one hundred barrels of gunpowder, which they carried off. This ſcheme was, in all probability, executed by the connivance of ſome pretended friends to Government. At any rate, the ſituation of the magazine in a great meaſure juſtified the enterprize, as it was far diſtant from the town, and had no dwelling-houſe near it.

General Gage, having ample magazines of military ſtores in Boſton, often cannonaded and bombarded the enemy's advanced poſts: but the deſtruction of a few houſes, and the loſs of ſome men, were all the injuries which they ſuſtained from theſe attacks. Far from compelling the rebels to retreat, they ſerv-

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ed only to familiarize them to danger. Even a part of the reinforcements ſent from England tended to embarraſs the Britiſh army. A regiment of light dragoons which arrived at Boſton, and which had never been able to move beyond the limits of the garriſon, created new wants, and found employment for a number of veſſels to tranſport hay for the horſes. Some of the hay collected at a ſmall port in the Bay of Fundy, in Nova Scotia, was burnt by a party of the Americans. That the hay which grew on the iſlands in the harbour or bay of Boſton, as well as the cattle which grazed there, became objects of frequent contention between the Britiſh troops and their opponents, we have already ſeen. The enemy having, with great labour and aſſiduity, aſſembled a number of ſtout whale-boats, made frequent and ſucceſsful incurſions in the night, on the different iſlands where the live ſtock collected for the uſe of the Britiſh navy and army were kept, and either killed or carried it wholly off. This added much to the diſtreſs of the army.

In this ſort of inſulting war, the enemy grew daring from ſucceſs. They burnt the light-houſes ſituated at the entrance of Boſton harbour, though one of theſe ſtood on an iſland, and had a ſhip of war ſtationed within a mile of it. The principal light-houſe was ordered to be repaired: and artificers, under the protection of a ſmall party of marines, were ſent to perform this duty; but they were ſurpriſed by a party of the enemy from the continent, and all of them carried off.

When the ſtrength of the Britiſh navy, which had then no enemy in Europe to oppoſe, is duly conſidered, it becomes a matter of the greateſt aſtoniſhment, that a force had not been ſent out with Admiral Graves, of ſufficient ſtrength to have enabled him to act with vigour and effect. If this had been done, he could have afforded ample protection to the ſervants of the Britiſh Government, and to ſuch of the coloniſts as continued attached to Britain. He could alſo have protected the magazines eſtabliſhed at the different ports in America, and greatly obſtructed the efforts of the inſurgents to obtain ſup-

plies of arms and all ſorts of military ſtores. The ſmallneſs of the force allotted for this ſervice appears to be the more unaccountable, as Adminiſtration was early apprized of the ſteps which the diſcontented colonies were taking, and of the number of ſhips they were preparing in their ports: nor were even the few ſhips, deſtined for the American ſtation, properly ſupplied with naval and ordnance ſtores. The Admiral could not, without difficulty, arm the two ſchooners which he had found it neceſſary to purchaſe. At Halifax, he could procure only three four-pounders. He was, therefore, obliged to take nine four-pounders from the guns brought from Caſtle William and Mary at Piſcataway, with their appurtenances; and alſo to appropriate to the ſame ſervice, the quarter-deck guns of the Tartar. So poorly was the ſquadron manned and equipped, that when the Cerberus was ordered to ſail for England, the Admiral cauſed her marines and officers to be diſtributed among ſuch ſhips of the ſquadron as ſtood moſt in need of them, and her quarter-deck guns, with the ordnance ſtores belonging to them, to be left at Boſton.

At Portſmouth, the capital of the province of New Hampſhire, where his Majeſty's ſhip the Scarborough was ſtationed, the people were much diſaffected to the Britiſh Government. After the action at Bunker's Hill, they openly reſiſted its authority, and were prevented from marching a body of forces to aſſiſt at the blockade of Boſton, only by the neceſſitous and impoveriſhed ſtate of the province. As Captain Barclay was very active in reſtraining their trade, and in aſſiſting his Majeſty's Governor, the people threatened to drive away or to deſtroy the Scarborough. They planted guns againſt Governor Wentworth's houſe, which compelled him to ſeek for ſafety on board of that ſhip, and fired at her boats. The meaſure often recommended by Captain Barclay, of ſecuring the money in the treaſury belonging to the province by putting it on board the frigate, owing to ſome neglect, had been ſo long delayed, that the people ſeized it and carried it off. Soon after

after that event, the Captain diſmantled Fort William and Mary near Portſmouth.*

The ſquadron being in want of boats, the Admiral applied to General Gage to have thoſe in the town of Boſton, belonging to the diſaffected Americans, delivered up to him for his Majeſty's uſe. To this his Excellency conſented; and the Admiral promiſed, that when a legal claimant ſhould appear, payment would be made by his Majeſty's naval ſtorekeeper, according to the accuſtomed prices of ſuch boats. This ſtep was the more neceſſary, as the enemy were extremely buſy in collecting a great number of whale-boats, in all the creeks and harbours round Boſton, and were exceedingly troubleſome by their nocturnal excurſions on the ſeveral iſlands in its harbour and bay. About this time, they alſo began to fit out armed veſſels, and to cruize on the coaſt. Thus were they enabled not only to watch their own homeward-bound trade, and to direct their veſſels to ſteer a courſe by which they might avoid the Britiſh cruizers, but alſo to make prizes of ſeveral ſhips of that nation coming to Boſton from England, and from the Bay of Fundy with proviſions, hay, and fuel. Some armed craft from the port of Mechias attacked his Majeſty's armed ſchooner Margueritta, commanded by Mr. Moore, a midſhipman belonging to the Preſton, when, after a moſt obſtinate conflict, in which he and ſeveral of his crew were killed, and many wounded, the ſurvivors were made priſoners and ſent up the country. The defence made by Mr. Moore and his crew is the more meritorious, that his ſchooner had no carriage-guns; and was armed only with ſwivels, blunderbuſſes, and ſmall arms. She was eſcorting four veſſels with fuel to Boſton for the uſe of the army, which the enemy captured at the ſame time.

Parties of the American forces being very troubleſome to the poſt on Bunker's Hill, the General made application to the Admiral for two ſcows, or large open flat-bottomed boats, to be manned and armed, and ſtationed at Charleſtown-neck;

* The reader will find in the Appendix, in what manner Vice-Admiral Graves ſtationed the fleet under his command at this time. (See Note 25.)

and ſoon after, for a third, to be ſtationed at Boſton-neck, as outpoſts to the army. The ſcows were immediately ordered for this ſervice; and directions given for the Somerſet, Boyne, and Preſton, to ſend in turn a Lieutenant, two Midſhipmen, and thirty-five ſeamen, on this duty. Thirty-ſix ſeamen were alſo put on board the Symmetry armed tranſport, and appointed to aſſiſt in guarding the mouth of Charles' river, and the Falcon ſloop was directed to anchor between Hull Point and Pettick's Iſland. Orders were likewiſe given to Captain Linzee to examine every boat or veſſel that paſſed; to ſeize all that belonged to the enemy; and to endeavour to obtain information of the whale-boats, which, according to report, they intended to bring acroſs the iſthmus from Weymouth and Dorcheſter, to Kingham and the neighbouring villages.

Vice-Admiral Graves had obſerved, that the ſharp conſtruction and great draught of water of the men of war's boats, rendered them very unfit for the neceſſary and frequent ſervice of going up the narrow creeks, which abound in the vicinity of Boſton. As theſe creeks were in many places ſo narrow as not to admit of their turning, and ſo ſhallow as to endanger their taking the ground, it was often hardly practicable for them to retreat: and both the boats and their crews were in danger of falling into the enemy's hands. To obviate theſe diſadvantages, he invented a boat of a particular conſtruction, which was thirty-ſix feet in length, twelve in breadth, and ſo formed as to row with either end foremoſt. Having the greateſt draught of water in the middle, and from thence gradually ſhallowing towards the extremities by means of her curved keel, ſhe was admirably formed for moving quickly forward or backward, without the neceſſity of winding round. Thus ſhe could, in all caſes, approach the ſhore or make off from it with equal eaſe and ſpeed, as occaſion ſhould require. Her peculiar conſtruction facilitated even her turning, where there was room. She mounted a four pounder at each end, had eight ſwivels upon the ſides, rowed with twenty oars, carried ſeventy-five men, and when armed and accoutred with a week's

week's proviſions of all kinds complete, drew only nine or ten inches of water at moſt. She was ſteered with an oar in a grummet, and would out-row the fleeteſt of the navy barges. If ſhe ſhould happen to run aground in the eagerneſs of purſuit, or in the night, the rowers had only to face about on their preſent ſeats, or upon the next thwarts, to pull in the contrary direction, and ſhe went off in a moment. Each bow was ſecured by a mantlet of ox hides, and proof againſt muſquetry, and the piece of ordnance placed there, by moving in a groove, could be pointed in any direction.

That the rebels ſhould be well informed of the exact ſituation of the fleet and army at Boſton is little to be wondered at, conſidering the number of avowed friends which they had in the town; but it is matter of ſurpriſe, that notwithſtanding the number of profeſſed friends, which Government was ſuppoſed to have on the continent of America, either the inclination or the power was wanting in them, to tranſmit ſuch intelligence of the deſigns of the enemy, as might be the means of fruſtrating any of their depredatory excurſions. With ſuch ſecrecy and diſpatch did they conduct their expeditions to the iſlands in the bay, that the flames of the houſes and the hay generally gave the firſt intimation of the attack.

In the month of July, the enemy ſent one hundred and five boats to Long Iſland, where they landed a great number of men, who took and carried off all the ſtock. One of this party was a ſeaman belonging to his Majeſty's ſloop Falcon, who had been made a priſoner by the enemy in a veſſel which ſhe had taken, and which they afterwards retook. He had been placed by them as a ſentinel; and while they were employed in driving off the ſtock, concealed himſelf until they left the iſland, when he ſwam to a canoe laying at a little diſtance from the ſhore, and by that means got on board the Boyne. This man, whom the enemy had forced into their ſervice, was the firſt who gave the Admiral and General an exact account of their having collected near three hundred whale-boats, which, from their lightneſs and drawing but little water, could not

only row much faſter than our boats, but by getting into ſhoal water, or in calms, could with certainty effect their eſcape.

Several reports concerning the deſigns of the enemy were, about this time, circulated by the diſaffected in Boſton. It was ſaid, that they intended to land a conſiderable body of their troops in the night, at the moſt defenceleſs part of the town; to co-operate with which, their army at Roxbury would, at the ſame time, make a general aſſault on the lines. Theſe efforts, favoured by the confuſion which they would occaſion in the garriſon, and by the aid which they expected from their friends in the place, might enable them to defeat the King's troops and obtain poſſeſſion of Boſton; or they would attempt in a calm night, by boarding them in great numbers, to ſurpriſe and carry off ſome of the King's frigates. This laſt ſtratagem was more to be apprehended than the former, as the enemy could not fail to know, that the complement of men on board the principal ſhips was defective, and that the ſeamen had hard duty to perform. The Admiral was at this time obliged to keep a number of men and officers in flat-bottomed and floating-battery boats, placed in ſhoal water to flank Boſton and Charleſtown-necks; to man a large armed tranſport and a ſloop; and occaſionally to lend men to the tranſports ordered on ſervice, in place of thoſe who had deſerted. In the ſquadron, the frigates, ſloops, and ſchooners, were ſeldom without men drawn from the line of battle ſhips, which by that means were ſometimes unavoidably left in a weak and almoſt defenceleſs ſtate. From the weakneſs of the crews on board the frigates and ſloops, their officers could not be eaſy when at anchor near an active and numerous enemy, who were well ſupplied with excellent ſmall craft. To this detail muſt be added, that ſeveral of the ſquadron were in ſo bad a condition, as ſcarce to be able to keep the ſea, particularly the Tamer, Cruizer, and Scorpion, which laſt was ſo defective, that when ordered by the Admiral to anchor off the light-houſe while it was repairing, to prevent it from being totally deſtroyed

deſtroyed by the rebels, her commander, Captain Tollemache, made a ſtrong repreſentation of the unfitneſs of his ſhip for ſuch a ſervice, where they run the greateſt hazard every night of being boarded by the enemy's boats: "The Scorpion," ſays he, "is almoſt the only veſſel in his Majeſty's ſervice, "upon which an enemy with only ſmall arms could effect any "execution; but ſhe is without waiſt, and her decks conſe-"quently without cover. The men are entirely expoſed to the "enemy's fire; nor is this the only difficulty in defending her: "from the negligence of the builder of the dock-yard ſhe came "from, there is neither eye-bolt or ring-bolt in the decks to "run the guns in, and not expecting ſuch ſervice, the ſloop "was not provided with netting to prevent her from being "boarded." Fortunately the Merlin coming in from a cruize, the Admiral was enabled to relieve the Scorpion, which was ordered up to the town to be properly fitted for ſea.

On the night of the 2d of Auguſt, the Symmetry armed tranſport, ſtationed in the mouth of Charles' river, diſcovered a great number of the enemy's boats, rowing very ſoftly towards the town of Boſton, whereupon ſhe made the private ſignal; and the enemy finding that they were diſcovered, immediately retired.

Such movements of the enemy gave the officers of the navy great uneaſineſs, leſt theſe boats, which were frequently attended by large ſloops, which perhaps might be fitted up as fire-ſhips, ſhould attempt to burn the large ſhips while at anchor, and far from aſſiſtance. The Captains of the Somerſet and Boyne repreſented their diſagreeable ſituations in very forcible terms to the Admiral, who had it not in his power to adminiſter the relief they wiſhed. On the contrary, his ſtrength was diminiſhed, for the Somerſet was ſo much out of repair, notwithſtanding all that had been done to her, that the Admiral was forced to order her to Halifax to heave down. However, before ſhe failed, an expedition was undertaken, in conſequence of intelligence that the enemy had between two and three hundred whale-boats concealed in a wood, on the banks of German

town river, the deſtruction of which was an object of the greateſt importance. The command of the enterprize was given to Captain Robinſon of the Preſton, who had all the marines of the ſquadron, and the following boats put under his command, viz. three from the Somerſet, three from the Boyne, three from the Preſton, and the Scorpion's pinnace: the whole well armed, and provided with every thing neceſſary to ſet fire to the whale-boats. They rendezvouſed aſtern of the Spitfire armed ſloop, at ten o'clock at night of the 30th of July, and from thence proceeded down the harbour. It proved a very dark night; and in order to deceive the enemy, the General ordered a briſk cannonade to be kept up on the rebels poſt at Roxbury, from Boſton lines and Charleſtown camp, and alſo a great number of ſhells to be thrown at the ſame place during the night, in hopes of leading them to ſuſpect that a general attack would be made on their works the next morning, and of thereby preventing them from ſending out detachments to oppoſe Captain Robinſon.

The channel of the river of German town was known to be intricate, but Captain Robinſon was furniſhed with two pilots who knew the navigation. If they had proved faithful, there remains little doubt that the enterprize would have ſucceeded. But whether it was, that they were diſaffected to the Britiſh intereſt, or apprehenſive of their fate if they ſhould happen to be made priſoners by the enemy, it is certain, that they became much alarmed as they approached the ſhore, and could no longer give clear directions. Every method to inſpire them with courage was tried to no purpoſe: rewards and threatenings were alike ineffectual: they continued in a manner petrified: and as the ſucceſs of the expedition ſolely reſted upon them, there being no perſon in the detachment who could ſupply their place, it became neceſſary to abandon it; and Captain Robinſon, with the utmoſt reluctance, was obliged to retreat down the river, which he did a little before day-break. He had proceeded but a ſhort way, when he was alarmed with a firing of muſquetry at the light-houſe; on which he inſtantly rowed towards it with

with his whole detachment, being then within a mile or two of it: but the enemy, who had finiſhed their buſineſs, made off at his approach as faſt as they could, acroſs the light-houſe channel to Hull beach, all of them eſcaping excepting two boats, which Captain Robinſon's party took. They were a part of a detachment of the rebel troops, who came in forty whale-boats, and landed on the iſland to deſtroy the light-houſe, which was then repairing. The artificers, who were Americans, and guarded by a party of marines commanded by an officer, had been obſerved to give the ſoldiers liquor, ſo that when the attack was made, the greateſt part of the guard was intoxicated, and unfit to make a proper reſiſtance. They were, in conſequence, ſoon overpowered by ſuperior numbers, and endeavoured to retreat to a ſloop lying off the iſland, which moſt of them reached; but in their hurry the ſloop got aground, which being perceived by the enemy, they boarded and carried her. Several of the King's forces were killed and wounded; among the former was Lieutenant Coulthurſt, who commanded the party of marines: his body was found on board of one of the boats taken by Captain Robinſon's detachment.

The ſurprizing of the party ſent to guard the light-houſe vexed the Admiral very much, as from the report of the engineer who had been ſent to ſurvey it, he had reaſon to believe that the thirty marines were capable of defending the place againſt a thouſand men; but they appear to have been ſolely intent upon preſerving themſelves by flight. The Preſton's boat, commanded by a midſhipman,* attended them; and Captain Biſhop of the Lively, in Nantaſket road, had directions to give them all poſſible aſſiſtance, and alſo to agree upon ſignals to be made in caſe of danger, but theſe ſignals were never made. The midſhipman, who certainly did every thing in his power to make the ſoldiers defend the light-houſe, fortunately made his eſcape in a long boat with two men, and although cloſely purſued, got ſafe on board the Lively. Some of

* Mr. Chriſtopher Hele, afterwards made Lieutenant. He was unfortunately killed in the great ſea fight off the iſland of Dominica, April 12th, 1782.

of the people made priſoners on this occaſion eſcaped from the enemy, after they were landed at Hull beach, and returned in Captain Robinſon's boats.

Captain Linzee, of his Majeſty's ſloop the Falcon, being on a cruize off Cape Anne, on the 8th of Auguſt diſcovered two ſchooners ſtanding in for the ſhore. He made ſail after them, and very ſoon came up with the ſternmoſt, which he took. The other got into Cape Anne, or Glouceſter harbour, where he followed her: and when he had come to an anchor, he ſent Lieutenant Thornborough with the pinnace, long-boat, and jolly-boat, armed and manned, to bring her out. The Maſter of the Falcon, at this time arriving from ſea in a ſmall tender, was ordered to aſſiſt the Lieutenant, and join in the enterprize. When the boats had paſſed a point of rocks which lay between the ſhip and the ſchooner, they received a very heavy fire from the rebels concealed behind houſes and rocks; notwithſtanding which, Lieutenant Thornborough undauntedly proceeded, boarded and took poſſeſſion of the ſchooner. On this expedition, he and three other men were wounded from the ſhore. Captain Linzee, when he ſaw the inſurgents firing at the boats, in order to draw their attention another way, aimed his fire at the town; but finding that this expedient had not the deſired effect, he next attempted, by landing a party, to burn it. Among the ſailors ſent upon this ſervice was an American, who had hitherto done his duty, but now eſpouſed the cauſe of his countrymen, ſet fire to the powder before it was ſo placed as to produce the intended conflagration, and thereby fruſtrated the enterprize. He then deſerted. The loſs ſuſtained in this exploit was one man blown up. A ſecond attempt was made to burn the town, but alſo without effect.

Captain Linzee, being at laſt convinced that he could not materially injure the town, had the Lieutenant and his party brought on board about four o'clock, under cover of the fire from the ſchooner, in which the Maſter now commanded, and in which he was obliged to remain, on account of the damage which the boats had ſuſtained from the enemy's ſhot. When the

the Captain was informed of the Maſter's ſituation, he ſent the prize ſchooner to anchor ahead of the other, and to veer alongſide, to take him and the people away; but having no officer to conduct this enterprize, it was improperly executed, and therefore unſucceſsful. Meanwhile the Maſter, harraſſed by a heavy fire from increaſing numbers, and ſeeing no proſpect of relief, delivered himſelf up to the enemy about ſeven in the evening, along with a gunner, fifteen ſeamen, ſeven marines, one boy, and ten preſſed Americans. On his going aſhore, the ſchooner ſent to his aſſiſtance ran in, and was retaken by the rebels.

It was Captain Linzee's conjecture, that part of the crew had been concealed in the ſchooner's hold when ſhe was taken, and that they had ſeized this opportunity of regaining their liberty. The enemy likewiſe took the pinnace and jolly-boat, three ſwivels, ſome ſmall arms, and two ſmall anchors, with one hawſer intended to warp out the ſchooner. The Falcon remained at anchor till next morning, and then warped out of the harbour.

On this occaſion, the loſs which the navy ſuſtained by the capture of the Britiſh ſailors, was chiefly to be regretted; becauſe, in America, experience had ſhown how difficult it was to replace them, and how little the ſeamen of that country were to be truſted.

On the 10th of October, Captain Collins of his Majeſty's ſloop the Nautilus, chaſed and drove aſhore near Beverly bar, a ſchooner belonging to the rebels, which he intended to burn. But while he was preparing for that purpoſe, the tide left her; and his firing at her brought ſuch numbers of the inſurgents to her aſſiſtance, that he found it impoſſible to execute his deſign, and therefore deſiſted. The Nautilus, by caſting the wrong way, was obliged to leave an anchor behind, and unfortunately took the ground. While in that ſituation, the enemy, who had brought ſome cannon along with them, fired from the ſhore and hulled her ſeveral times. Her ſails, rigging, and main-maſt were greatly damaged, and two of her men wounded. The enemy's

enemy's guns were ſo placed between rocks, that no certain aim could be taken at them. This rendered the fire returned by the ſloop of no avail. As ſoon as ſhe was again afloat, Captain Collins put to ſea.

The garriſon of Boſton being very much in want of freſh proviſions, ſome empty tranſports, under convoy of a frigate, a ſloop of war, and a few armed veſſels, were diſpatched to Long Iſland ſound, in hopes of there procuring a ſupply. On the 11th of Auguſt, they reached Gardiner's plain and Black iſlands, from which they brought off about ſixty fat cattle, three cows, upwards of eight hundred ſheep, a thouſand pound weight of cheeſe, a great many hogs and poultry, and with this ſtock returned in ſafety.

Early in the morning of the 24th of Auguſt, a mob aſſembled at New York, and carried off the guns from the battery fronting the ſea. They likewiſe fired ſome muſquetry at a boat belonging to his Majeſty's ſhip Aſia, by which one man was killed. Captain Vandeput on being informed of this, ordered a broadſide to be fired, aiming at the place where the mob was aſſembled; but it did not prevent their removing the cannon. Soon after this, the rebel committees at that place interdicted the King's ſhips from receiving any ſupply of freſh proviſions from the ſhore.

At Newport, Rhode Iſland, Captain Wallace of his Majeſty's ſhip the Roſe, and the other ſhips and veſſels under his command, continued with the greateſt activity to diſtreſs the enemy. In the Secconet Paſſage, he took a ſloop laden with flour, which ſhe was carrying from Philadelphia to Swanſea, for the uſe of the diſaffected Americans. He alſo took, on the 30th of Auguſt, a large ſloop belonging to them, which had eſcorted ſome of their troops employed in taking the ſtock off Black iſland. She was chaſed by the Roſe and her tender into Stonnington harbour, where ſhe run cloſe to the wharf. The tender followed, and upon coming up with the ſloop, poured a broadſide into her. The Roſe ſoon after came to an anchor, and bringing her guns to bear on the town, Captain Wallace

Wallace began a cannonade, which he continued ſeveral hours with very little intermiſſion, and ſeverely damaged many of their ſtore and dwelling-houſes. He boarded the ſloop, which he carried off, together with two ſmall veſſels laden with molaſſes from the Weſt Indies. Having weighed anchor on the 7th of October, he ſailed with his little fleet from Newport up the river, entered the harbour of Briſtol, and demanded a ſupply of three hundred ſheep; which the inhabitants refuſing, he immediately began to cannonade the town, and continuing to fire for upwards of an hour, did conſiderable damage to ſeveral of the houſes. The inhabitants perceiving the miſchief already done, ſent a Committee on board the Roſe to accommodate matters with Captain Wallace, who then made the ſignal for the firing to ceaſe; and after agreeing to accept of forty ſheep, which were delivered to him next morning, he weighed anchor and left the harbour.

The increaſing ſtrength of the revolted colonies at this time, may be imputed to the dilatory conduct of Adminiſtration, in omitting to furniſh the Admiral and General with ſufficient powers to act with vigour againſt them. If the Admiral had been authorized to ſeize their trading veſſels, with which the the ſeas were covered, their reſources would in a great meaſure have been cut off; and they might have been deprived of ſhips, (which they afterwards converted into privateers) and of men for navigating them. Of theſe conſequences the rebel Congreſs appear to have been ſenſible, when on the 22d of July, they reſolved that all their ports ſhould be ſhut from the 10th of September. But it was not until the 4th of October, that the Raven ſloop, Captain Stanhope, brought out inſtructions to the Admiral and General, empowering them to take and deſtroy all veſſels belonging to the revolted Americans, and to attack and demoliſh ſuch towns and ſeaports as were inimical to his Majeſty. The Admiral, in expectation of ſuch orders, had prepared a ſquadron of ſmall veſſels, with a ſuitable detachment of marines, the command of which he conferred on Lieu-

Lieutenant Mouat.† Theſe were lying at anchor in Nantaſket road when the Raven arrived, and no time was loſt by the Admiral in diſpatching them upon the intended ſervice. Mr. Mouat's orders were to proceed with the firſt favourable wind, and, if poſſible, to begin his operations by entering the harbour of Cape Anne,* and by burning and deſtroying the town and ſhipping. He was next to attack Beverly,† Marblehead, Salem, Newbury,‡ Portſmouth,§ (New Hampſhire) Ipſwich, Saco, Falmouth in Caſco Bay, and Mechias.‖

As the force ſent with Lieutenant Mouat was but ſmall, the Admiral directed him to act with caution; and although all theſe places were mentioned in his inſtructions, he was to attack only ſuch of them as he thought he might with certainty be able to ſubdue.

The wind proving unfavourable for entering Cape Anne harbour, the ſquadron arrived in the harbour of Falmouth on the 17th of October; and ſoon after that, came to an anchor before the town. Mr. Mouat then ſent an officer, with a letter, informing the inhabitants, that as he had orders to burn the town, he would allow two hours for them and their families to remove, before he ſhould put his orders in execution. On receiving this meſſage, they ſent deputies to negociate with him, in hopes of ſaving it; and he offered to ſuſpend hoſtilities till he ſhould hear further from Admiral Graves, on condition that they would ſend him four carriage-guns, deliver up

† See Note 26.

* The people of that place had, in Auguſt laſt, fired upon his Majeſty's ſloop the Falcon, by which ſeveral of her crew were killed and wounded, and ſome made priſoners.

† There the Nautilus ſloop had been cannonaded and ſuffered much.

‡ This, as a place of ſecurity, was the great rendezvous of their ſhipping for the Weſt Indies; and from it the rebel army was ſupplied with a variety of articles, collected from Falmouth and other parts of the province.

§ There the Scarborough's people were wounded.

‖ There his Majeſty's armed ſchooner Margueritta was taken, and the officer who commanded her killed; likewiſe, the Diligent ſchooner ſeized, and the officers and crew made priſoners.

up all their ſmall arms and ammunition, and give him four gentlemen as hoſtages. Theſe demands being finally rejected, about half paſt nine in the morning of the 18th, he began a warm cannonade, and at the ſame time threw carcaſſes into the town, which quickly ſet it on fire. While the negociation was pending, the inhabitants had removed their moſt valuable effects; but the principal part of the town was reduced to aſhes, and only about one hundred of the worſt houſes, favoured either by diſtance or ſituation, eſcaped deſtruction.

The enemy felt this loſs very ſeverely, as the ſtorehouſes contained magazines of proviſions, molaſſes, grain, ſalt, and ammunition for the uſe of the rebel army before Boſton.

The coaſt being now alarmed, Lieutenant Mouat found his force too ſmall to admit of his attacking, with any proſpect of ſucceſs, the other places named in his inſtructions; and his ſtore of ammunition being moſtly expended, he returned to Boſton on the 2d of November, to wait the Admiral's further orders.

The Earl of Dunmore exerted himſelf to the utmoſt to bring about order in his government of Virginia; and conſidering the ſmall force he had, his efforts were aſtoniſhing. It was not however poſſible for him to withſtand the increaſing numbers of rebels, that daily appeared in arms againſt him. He was therefore compelled to retire on board one of the ſhips of war; from which he made excurſions againſt the diſaffected. On the 15th of October, his Lordſhip landed with a party of about eighty men near the town of Norfolk, deſtroyed ſeventeen pieces of cannon, and brought off two more, which had been carried from the town by the inſurgents, and concealed in the country. On the 17th, he again landed ſome miles from the town, and marched between two and three miles into the country, where about two hundred ſhirtmen* were collected to oppoſe him; but they fled into the woods on the appearance of his party, leaving behind them ſome ſmall arms and ammunition, which his Lordſhip carried off. On the 19th, he landed and deſtroyed ten guns, and brought off ſix. This happened at the

* A ſort of light-infantry.

the diſtance of two miles from the ſea coaſt. In an excurſion which his Lordſhip made on the 20th, he brought off ſix pieces of ordnance; and in another which he made on the day following, he brought off ten pieces of cannon, two cohorn mortars, about ſixty muſquets, and a great quantity of cannon balls of different ſizes. In theſe landings, his Lordſhip made ſeveral priſoners; among whom was a Deputy of the Provincial Convention, and a Captain of the minute-men.

On the 25th of the ſame month, he appeared before the town and port of Hampton, in Virginia. The inhabitants being prepared for ſuch an attack, immediately ſunk boats full of ſtones at the entrance of the harbour, and by throwing every obſtacle in his way, took ſuch other meaſures, as prevented his Lordſhip from being able to diſembark his land-forces. During the night, a paſſage was made for the ſhip to get into the harbour, which ſhe accordingly entered next morning by day-break, and immediately commenced a cannonade. At this critical time, the inhabitants were relieved from their fears, by the arrival of a ſtrong detachment of rifle and minute-men* from Williamſburg. An expreſs had been diſpatched to that place, when the ſquadron firſt made its appearance, and the rebel troops had marched during the night to the aſſiſtance of their countrymen, who now made ſo gallant a defence, that Lord Dunmore was obliged to draw off in the evening, without effecting his purpoſe.

This ſort of war made the inſurgents think ſeriouſly of ſome means of protecting their coaſts: and in this buſineſs, the rebel Aſſembly of the province of Maſſachuſet's Bay took the lead. They paſſed an act for granting letters of marque and repriſal againſt Britiſh ſhips, and for eſtabliſhing Courts of Admiralty for trying and condemning them. In this law their views were circumſcribed: as they declared, that the only intention of it was the defence of the coaſts and navigation of America; and extended the power of it only to the capturing of ſuch ſhips, as ſhould be employed in bringing ſupplies to the fleets and armies acting againſt them.

The

* Men who were to turn out on a minute's warning.

The enemy having threatened to invade the province of Nova Scotia, and to deſtroy the King's magazines at Halifax, a reinforcement of troops was ſent from Boſton to that place, and Captain Le Cras was ordered to hoiſt a broad pendant, and take command of the King's ſhips there. He was alſo inſtructed to aſſiſt his Majeſty's Governor, in putting every thing in ſuch order as might enable them to defeat all the deſigns of the rebels.

General Gage having obtained his Majeſty's leave to return to England, ſailed from Boſton the 12th of October; when the command of the Britiſh land-forces in America devolved on Major-General Howe.

The colony of Georgia, notwithſtanding the particular favours which Britain had conferred on it, joined the general confederacy; and his Majeſty's Governors of North and South Carolinas, Virginia, New Jerſey, New York, and Hampſhire, were obliged to quit their reſpective places of reſidence, and retire on board his Majeſty's ſhips. The Governors of all the ſouthern colonies, together with the Governors of the Bermudas and Bahama iſlands, had made repeated application to Vice-Admiral Graves to ſend them ſome ſhips of war: and it gave him the greateſt uneaſineſs, that he was unable to afford them the ſuccour which they ſo much needed, owing to his ſquadron being ſhort of the complement of ſeamen, and inadequate to the neceſſary duty at Boſton. Even the ſhips of war which had arrived immediately from England were ſo poorly fitted out, as ſeldom to be able to go to ſea without repairs.* It was likewiſe very improvident to allow unarmed tranſports,

* As a proof of this, we give the following letter, which was written to Admiral Graves by the late Captain Price, of his Majeſty's ſloop the Viper, on being ordered to ſea:

"I am very much diſtreſſed for Petty Officers, as well as Warrants; my "Carpenter infirm, and paſt duty; my Gunner, made from a livery ſervant, "neither ſeaman nor gunner; my Maſter a man in years, never an officer before, "made from a B. on board one of the guardſhips, he then keeping a public-"houſe at Goſport. Petty Officers I have but one, who owns himſelf mad at "times.

with cargoes of military ſtores of great value, to ſail from England without convoy. Several of them were, in conſequence of this negligent conduct, taken by the rebel cruizers; and others carried into their ports by their own maſters or crews, who hoped that Congreſs would liberally reward their treachery. Thus, the inſurgents got unexpected ſupplies of the articles which they ſo much wanted. The public were at an immenſe expence in providing all ſorts of ſtores, proviſions, and neceſſaries, for the fleet and army in America; but unfortunately, the veſſels on board of which they were put were ſo long of ſailing from England, that neither the fleet nor army reaped any benefit from them. They arrived on the American coaſt when ſtrong periodical north-weſt winds prevailed. Theſe blew with ſuch violence this year, that not one of the veſſels were able to reach the port of Boſton; where the ſituation both of the fleet and army became every day more and more uncomfortable.

As the population of America increaſed, and its inhabitants beheld their riſing power and importance, it was natural for them to ſpeculate upon circumſtances ſo flattering to their national ambition; and to foreſee and foretel, that in the progreſs of undefined futurity, America muſt one day ſhake off her dependence upon Britain, and become herſelf a great and independent Empire. Nor can it admit of a doubt, that in America, many delighted in the contemplation of ſuch a proſpect, and in converſing on the probabilities of its being ſome day realized, long before there was any diſagreement with the parent ſtate. Familiarized to a ſpeculation ſo pleaſing, and intereſted in the hope of witneſſing ſo great an event, the minds of the coloniſts were probably more irritable than they would otherwiſe

" times. A Maſter's Mate I have not, nor any one I can make a Boatſwain's " Mate. I have not one perſon I could truſt with the charge of a veſſel, I might " take to bring her in.

" I thought it my duty to inform you of the real ſtate of the ſhip, before ſhe " proceeded to ſea.

" I am, &c.

" DAVID PRICE."

wiſe have been, when they thought that the Britiſh Government neglected their complaints, and refuſed redreſs to their grievances. But whatever might have been the original views of the leading men among the Americans, when the firſt cauſes of diſcontent aroſe, the progreſs which hoſtilities had now made, aggravated by the occurrences of a predatory war, had inflamed the vindictive paſſions, and carried both parties beyond the bounds of reconciliation. The diſaffected Americans, encouraged by the ſtand which they had already made, and by their views of increaſing ſtrength, looked boldly forward to the conſequences of a ſucceſsful ſtruggle, for eſtabliſhing an independent government of their own; and, animated by theſe hopes, determined to confine their operations no longer to defenſive meaſures: but, in their turn, to aſſail their enemies where they ſuppoſed them to be moſt vulnerable. They had taken care, by their emiſſaries, to be well informed of the diſpoſition of the inhabitants of Canada towards them: and they found that the Britiſh Miniſtry were deceived, when they ſuppoſed that the conciliatory act of Parliament, paſſed in the laſt ſeſſion, had attached the Canadians to the cauſe of Britain; and on that preſumption, had ſent to Quebec military ſtores and ſmall arms for equipping the militia of that province. On the contrary, the inhabitants of Canada were far from being ſatisfied with the conceſſions of Britain; and in particular, were highly diſpleaſed with the unlimited powers which had been veſted in the Governor. Under theſe impreſſions, the majority of them were more diſpoſed to give a favourable reception to the rebel Americans, than to co-operate with the meaſures of Government to reſiſt them.

In the invaſion of Canada, the rebel Congreſs had it in view to ſtrengthen their cauſe, by attaching another province to the American league; and they were encouraged to look for ſucceſs from the ſmallneſs of the Britiſh force under Governor Carleton, and from the probability of their being joined by the diſaffected. The hope that, by poſſeſſing ſo important a colony, they might obtain a more favourable compromiſe, if they

ſhould be reduced to the neceſſity of coming to an accommodation with the mother-country; and the proſpect of ſeizing the grand military magazines at Quebec, ſtimulated their exertions to complete this plan, before any ſuccours ſhould arrive in the ſpring from England. They determined to invade Canada from two different quarters. The firſt, and moſt formidable force, was to proceed from Crown Point; and, by croſſing Lake Champlain in batteaux, to land near the Iſle aux Noix. After making themſelves maſters of the forts on the river Sorell, they were to march againſt the city of Montreal, which, as it was a place of inconſiderable ſtrength, they ſuppoſed they could eaſily take, and then fall down the river to Quebec. By the time of their arrival there, they hoped that their ſecond army might alſo be before the city, or at leaſt on the banks of the river St. Lawrence; and ready to co-operate with their Generals Schuyler and Montgomery,* who were appointed to conduct the rebel army from Crown Point.† This army conſiſted of a body of New York and New England troops, to the amount of two thouſand five hundred men. Scarcely were they aſſembled there, when they received intelligence, that ſome armed veſſels of conſiderable force were preparing at Fort St. John's, to proceed to the lake and watch their motions. This would have been death to their hopes; for as they had only batteaux and a few gun-boats, they could not pretend to encounter ſuch a naval force: but they came to the determination of embarking all their troops and proceeding down the lake, to take ſuch a poſition on the Iſle aux Noix as would prevent the veſſels from entering it, and from thence to proceed againſt Fort St. John. Having accordingly, on the ſixth of September, ſecured this important paſs, they proceeded towards the fort, diſtant about twelve miles, in hopes of carrying it by a *coup de main*; but in this they were diſappointed. The garriſon, apprized of their approach, as ſoon as they made their appearance,

* A native of Ireland, who had but juſt ſold his company in his Majeſty's 17th regiment of foot, and ſettled at New York; where, a few years before, he had married the daughter of a Mr. Livingſton.

† See Note 27.

appearance, began ſuch a warm cannonade, as obliged them to retire and keep at a diſtance. Soon after this, being attacked by ſome Indians in the Britiſh intereſt, they retreated to their aſylum at the Iſle aux Noix; reſolving to wait there, until their artillery, ſtores, and reinforcements ſhould arrive. To haſten their arrival, and to meet ſome nations of Indians, General Schuyler returned to Albany, where he fell ſick. The chief command of this expedition devolved of courſe upon Mr. Montgomery, an officer of very conſiderable abilities, who had ſeen a great deal of ſervice. The command of the ſecond army, which Congreſs deſigned againſt Quebec, was given to Colonel Arnold, an officer whoſe name will often occur in the courſe of theſe Memoirs. This force conſiſted of about twelve hundred men, who left the camp at Cambridge in the middle of September, and marched to Newbury, where they embarked, and coaſted along about forty leagues to Gardiner's town, at the mouth of the river Kennebee, in the province of New Hampſhire. At this place they quitted their ſloops, and embarked in two hundred batteaux, carrying their ſtores and proviſions along with them. Perhaps few inſtances have been recorded, in ancient or modern hiſtory, of a military exploit that does more credit to its conductor than this. Whether we conſider its ſpirit, its novelty, the difficulties that occurred, the hardſhips ſuſtained in it, or the conſtancy and perſeverance with which it was executed, all ſpeak in its favour, and form a remarkable diſplay of genius, activity, and zeal.*

While General Montgomery continued at the Iſle aux Noix, he diſperſed his parties over that part of the country, and with great addreſs prevailed on the Indians who had joined General Carleton to withdraw, and return to their homes. The friendſhip of the ſavages is always precarious, and little to be depend-

* A complete journal of Mr. Arnold's route up the river Kennebee to its ſource, and near to the ſource of the river Cheudieras, to which river they conveyed their batteaux, ſtores, &c. and ſo fell down with the ſtream, until they took poſt at Point Levi oppoſite to Quebec, would be too long to inſert in the body of this work: but as this expedition is replete with curious particulars, for the reader's ſatisfaction, a particular account of it is inſerted in the Appendix. (See Note 28.)

ed upon, when a ſuperior enemy makes any advantageous offers to them. Mr. Montgomery being joined by the reinforcements he expected, prepared to beſiege Fort St. John's; into which General Carleton had thrown a ſtrong garriſon, conſiſting of the greateſt parts of the ſeventh and twenty-ſixth regiments of foot, which were nearly all the regular troops he had in Canada. The place was well provided with ſtores, and he gave the command of it to Major Charles Preſton of the twenty-ſixth regiment, who, he was ſure, would make a gallant defence, which might afford him time to collect and arm a force ſufficient for raiſing the ſiege. At this period did the adventurer Ethan Allen, who had aſſumed the title of Colonel, draw together a ſmall body of rebel American troops, and ſome diſaffected Canadians, and with the utmoſt confidence, without the orders, or even the knowledge of General Montgomery, march againſt the city of Montreal, in hopes of ſignalizing and raiſing himſelf into importance by ſurpriſing it, as he had done the fort at Ticonderago. But having to deal with an officer, who was too alert to admit of his approaching the place unperceived, he received a check, which completely defeated his enterprize. On the twenty-fifth of September, he landed his party on the iſland of Montreal; and a few miles from the city he was intercepted on his march by the militia, under the command of Britiſh officers, ſupported by the few regular troops who were in the town, who attacked him with ſuch vigour, that he was defeated and made priſoner, with near forty of his party. This ſucceſs gave hopes to the brave Carleton, that he ſhould be able to compel the inſurgents to quit the province. Indefatigable in his endeavours to raiſe a force for that pupoſe, he was able to collect only a motley crew, conſiſting of about a thouſand men. With theſe it was his intention to form a junction with Colonel Maclean, who was poſted, with about three hundred Scotch Highland emigrants, newly raiſed, near the influx of the river Sorell into the river St. Lawrence; but in his endeavours to execute this plan, he was, on the ſecond of October, attacked at Longueil, by a ſtrong

ſtrong detachment of the rebels, who eaſily repulſed the Canadian militia, and obliged him to retire to Montreal.

General Montgomery now proceeded in his operations without farther interruption; his numbers being ſuch as to command all the country to the banks of the river St. Lawrence, and the Canadians ſupplying his army with plenty of all ſorts of proviſions. He beſieged Fort St. John in form, but met with greater reſiſtance than he had expected: and finding that his artillery was too light, and that he was likely to fall ſhort of powder, he deviſed an expedient to remedy both theſe defects. He had been informed that Fort Chamblé, ſituated ſome miles down the Sorell from Fort St. John's, was not in a very defenſible condition, although well ſupplied with artillery and ſtores. For a while he turned the ſiege of Fort St. John into a blockade, and ſat down before Fort Chamblé, which was garriſoned by a ſmall detachment of the ſeventh regiment, commanded by the Honourable Major Stopford. The place being incapable of defence, the Major was under the neceſſity of capitulating, on the 20th of October.* From the large ſupplies of artillery and military ſtores found in this place, General Montgomery was now enabled to reſume his operations againſt Fort St. John, with much greater effect than before: but the garriſon perſevered in making a moſt obſtinate defence, and underwent the greateſt hardſhips, both from a ſcarcity of proviſions and fuel; till at laſt, having no proſpect of relief, Major Preſton was neceſſitated to ſurrender on the third of November. He endeavoured to obtain a few days to deliberate, in hopes that General Carleton might be able to make ſome effort to ſave them; but on account of the lateneſs and ſeverity of the ſeaſon, this was refuſed.† As ſoon as General Montgomery became maſter of the fort, he puſhed forward a ſtrong detachment to the mouth of the Sorell, a place fortified with heavy artillery, which commanded the navigation of that part of the river St. Lawrence. The rebels got poſſeſſion of it, and forced Colonel Maclean, with his emigrants, to retire to Quebec. General Carleton now found, that it would be impoſſible to

* See Note 29. † See Note 30.

prevent the city of Montreal from falling into the hands of the enemy. He therefore cauſed a great quantity of military ſtores to be deſtroyed, and embarked the remainder, with Colonel Preſcot, on board of eleven veſſels, in hopes that they would be able to elude the vigilance of the rebels poſted at the point of the Sorell, and fall down the river to Quebec. Several efforts were made for this purpoſe; but the inſurgents were ſo much on their guard, and their poſt was ſo well ſupplied with artillery, that all their endeavours to proceed down the river were unſucceſsful, and the boats were obliged to retire towards Montreal, of which city General Montgomery took poſſeſſion on the 12th of November. General Carleton dreading that his little fleet muſt alſo fall into the enemy's hands, endeavoured to make his eſcape by night, and getting into a row-boat with muffled paddles, kept cloſe to the north ſhore, and fortunately was not perceived; by which means, he reached Quebec on the 19th of November. The day after the eſcape of General Carleton, (November 17th) the rebels were making preparations for attacking the veſſels; on which Colonel Preſcot capitulated. On board of the veſſels were found the Colonel, eleven other officers, one hundred and twenty ſoldiers, beſides ſailors; ſeven hundred and ſixty barrels of flour, ſix hundred and ſeventy-five barrels of beef, three hundred and ſeventy-ſix firkins of butter, three barrels of gunpowder; cannon, four nine and ſix pounders, with a great quantity of cannon-ſhot and gun-carriages; eight cheſts of ſmall arms, and a quantity of ammunition; two hundred pair of ſhoes, and a great number of intrenching tools; all of which articles proved an important acquiſition to the inſurgents. Before General Montgomery entered the city of Montreal, the inhabitants had propoſed articles of capitulation, or rather a ſort of general treaty; but he entirely rejected it, becauſe they were in no ſtate of defence to entitle them to a capitulation, and were unable to fulfil any conditions into which they might enter. In order, however, to quiet their minds, and ſecure their affections, he returned them an anſwer in writing; in which he

pledged

pledged his honour, that the continental army, having a generous diſdain of every act of oppreſſion and violence, and being come for the expreſs purpoſe of giving liberty and ſecurity, would maintain in the peaceable poſſeſſion of their property of every kind, the individuals and religious communities of the city of Montreal: and with theſe aſſurances they reſted perfectly ſatisfied. Here he got his troops properly cloathed for the ſeaſon, and the laborious enterprize they had undertaken; he ſoon after, began his march for Quebec, with about three thouſand men, leaving ſome men in the forts he had taken and at Montreal, to which places the Congreſs immediately ſent reinforcements, under General Wooſter. In the mean time, Colonel Arnold, who had with great perſeverance purſued his route, on the 7th of November he arrived on the ſouth bank of the river St. Lawrence, and next day took poſſeſſion of Point Levi, oppoſite to Quebec. The Lizard frigate, Hunter ſloop, and an armed ſchooner, were ordered to be ſo ſtationed as to prevent the rebels from croſſing the river, and all the boats that could be found were properly ſecured; but the Canadians were their friends, and not only ſupplied them with plenty of proviſions, but collected thirty-five canoes, in which they conveyed the greateſt part of Mr. Arnold's troops acroſs the river, in the night of the 13th of November. Next day he cantoned his men in the neighbourhood of Quebec, to wait the arrival of General Montgomery with his troops from Montreal. On the 14th, he ſummoned the town to ſubmit; but his flag was fired at from the ramparts. On the 19th, he made a movement towards Point au Tremble, about ſeven leagues above the city; and on that very day, General Carleton fortunately reached Quebec, to the great joy of the garriſon and inhabitants, and inſtantly took every meaſure in his power to make as vigorous a defence as poſſible. He convened the merchants of the place, who, having very valuable property there, reſolved to ſtand by the Governor. They were accordingly embodied; as were a corps of Canadian volunteers. Theſe, with one company of the ſeventh regiment, a few artillery men, and the ſailors belonging to his Majeſty's ſhips, and the tranſports and trading veſſels

then

then at Quebec, conſtituted his motley garriſon.* The Governor diſpatched a veſſel for England to give an account of his ſituation, and put into her a large quantity of gunpowder and ſmall arms, that they might not fall into the enemy's hands, if by adverſe accidents he ſhould be compelled to ſurrender the city. He alſo obliged all perſons, with their wives and children, who would not take arms in its defence, to quit the place. This was a very wiſe precaution; for by it, he got rid not only of the uſeleſs but of the diſaffected, who were not a few. It proved a moſt fortunate circumſtance for the garriſon, that Colonel Arnold, when he croſſed the river on the 13th, had left his ſcaling ladders with the troops he had poſted at Point Levi; for if he had marched boldly up to the walls, immediately after his letter had been refuſed admittance on the 14th, it is next to a certainty that he might have carried the place by eſcalade: as no plan of defence had then been formed, every thing was in great confuſion and uproar, and the numerous friends the enemy then had in the city, would have taken a decided part in his favour. General Carleton aſſigned a particular ſtation, for each of the corps of which his garriſon was compoſed; all was now regularity and good order: the King's ſhips were brought into the harbour; their men, headed by their own officers, were landed, and may be conſidered as a formidable regiment of artillery, which performed wonders during the ſiege.

General Montgomery and Colonel Arnold, having formed a junction of the forces under their reſpective commands at Point au Tremble, appeared before Quebec on the 5th of December; and the former, elated with the ſucceſs which had hitherto attended his operations, ſince he took up arms againſt his

* Seventh regiment, - - 60
Colonel Maclean's regiment, - 250
Marines, - - - 40
Canadians, - - - 200
Britiſh Militia, - - 520
Sailors, - - - 450
Total, 1520

his Sovereign, ſent a flag of truce, accompanied with a note, worded in very extraordinary terms, to General Carleton,* peremptorily requiring immediate poſſeſſion of the town. The Governor treated it with the contempt which it deſerved, and would not receive it, refuſing to have any intercourſe with the rebels unleſs they came to implore his Majeſty's mercy. Mr. Montgomery, finding his threats made no impreſſion on this worthy veteran, reſolved to begin his operations; and in a few days opened upon the town a battery of five ſmall mortars, and ſoon after another of ſix pieces of cannon: but the metal of both was too light to have any effect on the fortifications. At this time the ſnow lay deep on the ground, and the cold was intenſe; yet, the rebel ſoldiers bore the fatigues of the ſiege, with a fortitude that would have done credit to veteran troops. The enemy's General, finding that he was not likely to carry his point by regular approaches, reſolved to alter his mode of attack, and to endeavour to make himſelf maſter of the place by ſtorm. He had various reaſons which ſtimulated him to this attempt. He wiſhed to put an end, if poſſible, to the great fatigues of his ſoldiers. He feared, that as their time of ſervice was near expiring, he might ſoon find it extremely difficult to keep them from demanding their diſcharges, diſbanding, and ſeeking their way home. He was aſhamed to retreat from before a place, whoſe garriſon he had treated with inſult; eſpecially, after the aſſurances of conqueſt which he had given to Congreſs, who, in conſequence of them, regarded Quebec as their own, from the time when their forces laid ſiege to it. All theſe conſiderations had great weight with Mr. Montgomery: and perhaps he thought more of them, than of the dangers he riſqued from perſevering in his deſign, and of the inſufficiency of his force for accompliſhing ſuch an enterprize. He continued his fire from his batteries, rather with a deſign to harraſs and amuſe the garriſon, than from any proſpect of ſucceſs by their effects upon the place; and he had hopes that this would prevent General Carleton from penetrating into his intentions. He wiſhed

* See Note 31.

ed to give a general alarm to the town; but his real attacks were deſtined againſt the upper town on the land-ſide. When all was ready for execution, three of his ſoldiers deſerted, got into the town, and gave a full account of what was in agitation to General Carleton, who accordingly took every meaſure to make a moſt vigorous defence. By the precautions which Mr. Montgomery obſerved to be taking in the town, he conjectured that his ſcheme of aſſault had been diſcovered; but he was ſo prepoſſeſſed with the hopes of its ſucceſs, that he would not relinquiſh the enterprize, and determined only to alter the mode of it, by changing his principal attacks from the upper to the lower town, next the river. There he ſuppoſed they would now be leaſt expected; and alſo hoping to find but a feeble oppoſition, he thought that he would be able to penetrate into the heart of the place, before a ſufficient force could be aſſembled to repel his aſſault. The morning of the 31ſt of December was choſen for putting his plan in execution; and at an early hour he made the following diſpoſition of his forces. He divided them into four unequal detachments: the two ſmalleſt were ordered againſt the upper town as feints, but to go near enough the works to give their approach all the appearance of a real attack; the two largeſt were deſigned againſt different parts of the lower town, and to act with effect. The firſt of theſe diviſions was conducted by Mr. Montgomery: the other by Mr. Arnold. The attacks, real and feigned, were to begin at the ſame time; and this Mr. Montgomery ſuppoſed would ſo diſtract the garriſon, that either he or Mr. Arnold would find an opportunity to terminate the undertaking ſucceſsfully. Every part of the town appeared to be equally threatened, from the ſide of the river St. Lawrence along the fortified front, and round the baſon: the garriſon was very alert, but it was not in the Governor's power, for ſome time, to determine where he was to apprehend the greateſt danger.

Early in the morning of the 31ſt, the enemy's troops having paraded, with the proper officers at the head of their reſpective detachments, General Montgomery and Colonel Arnold

moved

moved off firſt, but had a long detour to make before they could reach the places they intended to attack: they were favoured by a violent ſnow ſtorm, and about five in the morning Mr. Montgomery, at the head of the New York troops, arrived at a place called Aunce de Mere, immediately under Cape Diamond; and the ſignal for the aſſault having been given, it commenced. But the rebels had been diſcovered by a Captain of the Highlanders going his rounds, who ordered his drum to beat to arms; on which the garriſon flew to their arms, and every man repaired to his poſt with the utmoſt alacrity. This was the ſituation of things, when Mr. Montgomery and his attendants, at the head of his troops, advanced to the aſſault. After having cut down ſome paliſades which obſtructed their way, they puſhed on to the next barrier; where, as ſoon as they made their appearance, ſeveral cannon loaded with grape-ſhot were diſcharged with ſuch good aim, that General Montgomery, his aid-de-camp, and a number of private men, were killed. A heavy fire of muſquetry ſucceeded, by which this detachment, now headed by a Mr. Campbell, were ſo ſeverely galled, that they were glad to ſeek for ſafety by a moſt precipitate retreat.

In the mean time, Mr. Arnold proceeded to put his orders in execution. The party he headed was compoſed chiefly of his brave aſſociates, who had accompanied him from New England, ſupported by ſome New York artillery. Their attack was againſt that part of the lower town called the Saut aux Matelot: they penetrated through the ſuburb called St. Roques, and aſſaulted a ſmall but well-defended battery, which they carried with conſiderable loſs, after near an hour's reſiſtance. Here Mr. Arnold was wounded in the leg by a muſquet-ball, and obliged to be carried to their camp. His ſucceſſor in command led on his men with ſpirit to the next barrier; but by this time, Mr. Montgomery's party having been defeated, General Carleton was enabled to bring a very conſiderable force againſt them. A great reſiſtance was now made to them in front; and the Governor having obſerved how

how they were ſituated, ordered a ſtrong ſortie, accompanied by ſome field-pieces, to be made at the ſame time, under Captain Laws, who attacked them in the rear, and ſent in many priſoners. Captain M'Dougal afterwards brought a reinforcement to Captain Laws, which attacked the enemy in the poſt they had taken. Nor would their condition have been mended by attempting to regain their camp; as they muſt neceſſarily have taken a route, where they would have been expoſed to the cannon and muſquetry of the town, at the diſtance of only fifty yards, for a very conſiderable length of way. Thus diſagreeably circumſtanced, and hemmed in on every ſide, they continued to make reſiſtance for a long time; when having loſt a number of men, they ſurrendered themſelves priſoners of war. Thus, the corps under Mr. Arnold were caught as it were in a trap; himſelf and a few others, who were wounded and carried off early, were all that eſcaped: the remainder were either killed or made priſoners, many of the latter being wounded. On this occaſion, the rebels loſt between ſix and ſeven hundred men, and about fifty officers, in killed, wounded, and priſoners. Governor Carleton ſent a party who ſeized on their five mortars, and one of their cannon, and brought them into the town. The loſs ſuſtained by the Britiſh during this aſſault, conſiſted of one officer, viz. Lieutenant Matthew Anderſon of the navy, acting as a Captain in the garriſon, and four men killed, and ſeven wounded. After this check, the enemy withdrew their forces to the diſtance of about three miles from Quebec, and there fortified themſelves; but kept the place ſo effectually blockaded, as to prevent any ſupplies from being thrown into it. General Carleton, as humane as he is brave, treated his priſoners with great kindneſs, and permitted the body of Mr. Montgomery to be buried with military honours. We will now turn from the garriſon of Quebec to review the occurrences at Boſton, and leave the remaining part of the narrative of this famous ſiege, until we come to treat of the operations in the year 1776.

It was the middle of November, before General Howe was able

able to get the army under his command into winter-quarters; and ſoon after that, Major-General Burgoyne ſailed for England, in his Majeſty's ſhip the Boyne. Upon learning, that the Congreſs had ordered a large body of their forces to invade the province of Canada, General Howe was extremely deſirous to ſend a reinforcement of troops to General Carleton at Quebec, with the utmoſt expedition, and made application to Vice-Admiral Graves for a ſhip of war to eſcort them thither. The Admiral would have complied cheerfully with this requeſt, but the ſeaſon of the year was by this time ſo far advanced, that he thought it neceſſary to conſult with ſuch of the navy officers as had been at Quebec, and were well acquainted with the navigation of the river St. Lawrence. They all gave it as their opinion, that it was impoſſible for a fleet of tranſports to proceed ſo late in the ſeaſon to Quebec; on which General Howe, with great reluctance, was forced to relinquiſh the deſign. Some frigates, one tranſport, having a company of the 7th regiment on board, and ſome ordnance ſhips and veſſels, arrived at Boſton from England, having on board three companies of the royal regiment of artillery. An ordnance ſhip, having on board ſtores of great value and importance, after being ſeveral times at the mouth of the harbour, and under the eſcort of a ſhip of war, was forced off the coaſt by tempeſtuous weather, ſeparated from the King's ſhip, and at laſt taken by one of the enemy's ſmall privateers, and carried into one of their ports. Had the three companies of artillery been diſtributed on board of the ordnance ſhips, this diſaſter might eaſily have been prevented. The line of battle ſhips being ordered to return to England, the Vice-Admiral ſent the Phœnix of forty-four guns, Captain Hyde Parker, jun. to relieve the Aſia, Captain Vandeput, at New York.

About this time, the rebel Congreſs declared it to be felony for any one to correſpond with the King's ſubjects; and exerted themſelves in endeavouring to eſtabliſh a naval force at Philadelphia and other of their ports, of which a Mr. Hopkins was appointed Commander in Chief.

Notwith-

Notwithſtanding the winter ſeaſon and the ſeverity of the weather, Admiral Graves kept his ſquadron extremely active, and ſent out as many frigates and ſloops as he could poſſibly ſpare from the port duty at Boſton, to cruize in order to prevent the enemy's privateers from picking up any of the ſhips with ſupplies and troops, which the Admiral and General ſo anxiouſly expected from England.

On the 5th of December, his Majeſty's ſhip Fowey of twenty-four guns, Captain George Montagu, while cruizing off Cape Anne, fell in with, and after a chace of two hours and a half, took the brig Waſhington, mounting ſix ſix-pounders, four four-pounders, and ten ſwivels, and having a crew of ſeventy-four men. She was commanded by Sion Martingale, and was equipped at the expence of Congreſs, and by them commiſſioned. She was the firſt veſſel taken from the enemy that was actually fitted for war.

In order to diſturb the Britiſh fiſhers, and prevent the inhabitants of the iſland of St. John, in the Gulph of St. Lawrence, from ſending lumber to any of his Majeſty's iſlands in the Weſt Indies, the enemy ſent two armed ſchooners from Marblehead, which viſited ſome of the northern ports. After having been in Canſo road, where they forbade the maſters of ſeveral veſſels which they found there, to carry ſupplies of any ſort to his Majeſty's troops at Boſton, or to any part of his Majeſty's dominions, they proceeded to the iſland of St. John, where they took a ſmall veſſel on board of which was forty tons of butter, made the Lieutenant-Governor of the iſland a priſoner, and took him away with them; on pretence of his inliſting volunteers for the royal army and the militia of the iſland. From this they went to Barrington harbour, and there took a ſmall veſſel laden with fiſh; after which, they returned home. By autumn this year the enemy's privateers were amazingly increaſed in number; and as moſt of them were exceedingly quick-ſailing veſſels, they became very daring, and even came in ſight of his Majeſty's ſhips in Boſton bay, which made the

ſquadron

ſquadron very alert in their exertions to capture them. A ſmall fleet of tranſports, under eſcort of the Tartar frigate, having hay and proviſions on board for the uſe of the army, from the Bay of Fundy in Nova Scotia, arrived off Boſton on the 23d of November; and all of them got into that port except the ſhip Hunter and a brig, which being a little way aſtern, and the wind ſhifting ſuddenly, were obliged to come to anchor without the harbour. This was obſerved by two of the enemy's privateers which had followed the convoy; and ſuppoſing that no ſhip of war would be able to come to the aſſiſtance of the tranſports, they attacked, boarded, and carried them, and even ſet one of them on fire. Captain Parker, of the Phœnix, who commanded in Nantaſket road, made the ſignal for the Raven ſloop to ſlip and go to the aid of the two tranſports, which was inſtantly obeyed. This, however, would have been of no avail, if the whole tranſaction had not been fortunately obſerved by Lieutenant John Bourmaſter,* agent of tranſports, who was then on board of the Empreſs of Ruſſia, a large tranſport well-armed, and ſtationed off the rock on which the light-houſe of Boſton ſtood, for the purpoſe of protecting the artificers employed in repairing it. Upon obſerving the rebel privateers fire at the two veſſels at anchor, he inſtantly ſlipped his cable and made for them: and being much nearer them than the Raven ſloop, he arrived in time to retake both the tranſports, and to extinguiſh the flames of the veſſel which the enemy had ſet on fire. The privateers, on the approach of the Empreſs of Ruſſia, made off with a preſs of ſail, and effected their eſcape. General Howe was ſo ſenſible of the important ſervice, which Mr. Bourmaſter had rendered to the army by his bravery and activity on this occaſion, that he next day wrote him a letter of thanks; and, when Lord Howe came to the command of the fleet on this ſtation, made his Lordſhip acquainted with the particulars of this action, in conſequence of which, he was promoted to the command of a King's ſhip. On the 29th of November, the Jupiter, one of the

* Now Vice-Admiral of the Red.

above mentioned little fleet, commanded by Lieutenant Dickinſon, agent of tranſports, having a cargo of hay on board, was ſet on fire by lightning: and notwithſtanding every effort to ſave her, was entirely conſumed. His Majeſty's ſhip Mercury happened to be near her when this accident happened; and the boats which ſhe ſent to her aſſiſtance, proved the means of ſaving all the people, except a Colonel Day of the province of Nova Scotia, a firm friend to Government, who was unfortunately drowned.

On the 30th of December, Rear-Admiral Shuldham arrived at Boſton, in his Majeſty's ſhip the Chatham of fifty guns; and on the 27th of January following, Vice-Admiral Graves delivered over the command of the ſquadron to him,* and ſailed for England in the Preſton.

For ſeveral months after General Waſhington had aſſumed the command of the rebel army before Boſton, his ſituation was extremely critical. A great ſcarcity of military ſtores, particularly of gunpowder, obliged him to act with much circumſpection, until their cruizers brought him an ample ſupply of theſe articles, from the prizes which they had made of ordnance, tranſports, and ſtoreſhips, deſtined for the uſe of the Britiſh army. But great as this diſtreſs was, he had to encounter one ſtill greater: the time of ſervice for which his men had been inliſted was expired, and an army muſt be raiſed to replace them. All this was ſo completely and ſecretly accompliſhed, that although the Britiſh Generals, with an army of twenty veteran battalions, and a formidable train of artillery, were within leſs than a mile of the rebels, they diſcovered neither their want of gunpowder, nor their diſbanding one army and recruiting another, in ſufficient time to derive any important advantage from their diſtreſs. It is hardly poſſible to conceive how ſuch occurrences could be concealed; but the fact affords an aſtoniſhing proof, at once of the attachment and fidelity of the enemy's ſoldiers to the cauſe in which they were engaged, and of the unanimity of the provinces in oppoſing the meaſures of

* See Note 32.

of the Britiſh Government. The advantages which were held out by the Congreſs, to encourage the importation of gunpowder and all ſorts of military ſtores for their army, did not fail to allure the French, and even the Dutch, to ſupply them with theſe articles, although the States General had iſſued a proclamation, forbidding their ſubjects to carry on ſuch traffic with the diſaffected Americans.

The ſituation of affairs in America rendered an early meeting of the Parliament abſolutely neceſſary. It met accordingly on the 26th day of October, when the King made the following ſpeech to both Houſes:

"*My Lords and Gentlemen,*

"The preſent ſituation of America, and my conſtant deſire "to have your advice, concurrence, and aſſiſtance, on every "important occaſion, have determined me to call you thus "early together.

"Thoſe who have long too ſucceſsfully laboured to inflame "my people in America by groſs miſrepreſentations, and to in-"fuſe into their minds a ſyſtem of opinions repugnant to the "true conſtitution of the colonies, and to their ſubordinate re-"lation to Great Britain, now openly avow their revolt, hoſti-"lity, and rebellion. They have raiſed troops, and are col-"lecting a naval force; they have ſeized the public revenue, "and aſſumed to themſelves legiſlative, executive, and judicial "powers, which they already exerciſe, in the moſt arbitrary "manner, over the perſons and properties of their fellow-ſub-"jects: and although many of theſe unhappy people may ſtill "retain their loyalty, and may be too wiſe not to ſee the fatal "conſequence of this uſurpation, and wiſh to reſiſt it; yet the "torrent of violence has been ſtrong enough to compel their "acquieſcence, till a ſufficient force ſhall appear to ſupport "them.

"The authors and promoters of this deſperate conſpiracy "have, in the conduct of it, derived great advantage from the "difference of our intentions and theirs. They meant only to

" amuſe by vague expreſſions of attachment to the parent ſtate, " and the ſtrongeſt proteſtations of loyalty to me, whilſt they " were preparing for a general revolt. On our part, though it " was declared in your laſt ſeſſion that a rebellion exiſted within " the province of Maſſachuſet's Bay; yet even that province we " wiſhed rather to reclaim than to ſubdue. The reſolutions of " Parliament breathed a ſpirit of moderation and forbearance; " conciliatory propoſitions accompanied the meaſures taken to " enforce authority; and the coercive acts were adapted to " caſes of criminal combinations amongſt ſubjects not then in " arms. I have acted with the ſame temper; anxious to prevent, " if it had been poſſible, the effuſion of the blood of my ſub- " jects, and the calamities which are inſeparable from a ſtate " of war; ſtill hoping that my people in America would have " diſcerned the traitorous views of their leaders, and have been " convinced, that to be a ſubject of Great Britain, with all its " conſequences, is to be the freeſt member of any civil ſociety " in the known world.

" The rebellious war now levied is become more general, " and is manifeſtly carried on for the purpoſe of eſtabliſhing an " independent empire. I need not dwell upon the fatal effects " of the ſucceſs of ſuch a plan. The object is too important, " the ſpirit of the Britiſh nation too high, the reſources with " which God hath bleſſed her too numerous, to give up ſo " many colonies, which ſhe has planted with great induſtry, " nurſed with great tenderneſs, encouraged with many com- " mercial advantages, and protected and defended at much ex- " pence of blood and treaſure.

" It is now become the part of wiſdom, and (in its effects) " of clemency, to put a ſpeedy end to theſe diſorders by the " moſt deciſive exertions. For this purpoſe, I have increaſed " my naval eſtabliſhment, and greatly augmented my land- " forces; but in ſuch a manner as may be the leaſt burdenſome " to my kingdoms.

" I have alſo the ſatisfaction to inform you, that I have re- " ceived the moſt friendly offers of foreign aſſiſtance; and if I " ſhall

" ſhall make any treaties in conſequence thereof, they ſhall be " laid before you. And I have, in teſtimony of my affection " for my people, who can have no cauſe in which I am not " equally intereſted, ſent to the garriſons of Gibraltar and Port " Mahon a part of my Electoral troops, in order that a larger " number of the eſtabliſhed forces of this kingdom may be ap- " plied to the maintenance of its authority; and the national " militia, planned and regulated with equal regard to the rights, " ſafety, and protection of my crown and people, may give a " farther extent and activity to our military operations.

" When the unhappy and deluded multitude againſt whom " this force will be directed, ſhall become ſenſible of their er- " ror, I ſhall be ready to receive the miſled with tenderneſs and " mercy: and in order to prevent the inconveniencies which " may ariſe from the great diſtance of their ſituation, and to re- " move as ſoon as poſſible the calamities which they ſuffer, I " ſhall give authority to certain perſons upon the ſpot to grant " general or particular pardons and indemnities, in ſuch man- " ner, and to ſuch perſons, as they ſhall think fit, and to re- " ceive the ſubmiſſion of any province or colony which ſhall be " diſpoſed to return to its allegiance. It may be alſo proper to " authoriſe the perſons ſo commiſſioned to reſtore ſuch province " or colony, ſo returning to its allegiance, to the free exerciſe " of its trade and commerce, and to the ſame protection and " ſecurity as if ſuch province or colony had never revolted."

" *Gentlemen of the Houſe of Commons,*

" I have ordered the proper eſtimates for the enſuing year " to be laid before you; and I rely on your affection to me, " and your reſolution to maintain the juſt rights of this country, " for ſuch ſupplies as the preſent circumſtances of our affairs " require. Among the many unavoidable ill conſequences of " this rebellion, none affects me more ſenſibly than the extra- " ordinary burden which it muſt create to my faithful ſubjects."

" *My Lords and Gentlemen,*

" I have fully opened to you my views and intentions. The

" conſtant employment of my thoughts, and the moſt earneſt " wiſhes of my heart, tend wholly to the ſafety and happineſs " of all my people, and to the re-eſtabliſhment of order and " tranquillity through the ſeveral parts of my dominions, in a " cloſe connection and conſtitutional dependence. You ſee the " tendency of the preſent diſorders, and I have ſtated to you " the meaſures which I mean to purſue for ſuppreſſing them. " Whatever remains to be done that may farther contribute to " this end, I commit to your wiſdom. And I am happy to add, " that, as well from the aſſurances I have received, as from the " general appearance of affairs in Europe, I ſee no probability " that the meaſures which you may adopt will be interrupted " by diſputes with any foreign power."

1776.

THE Speech from the Throne diſcloſed the intentions of Adminiſtration, and very warm debates enſued on the addreſſes; but that of the Commons was carried by one hundred and ſeventy-ſix to ſeventy-two, and that of the Lords by ſeventy-ſix to thirty-three. On the 16th of November, Mr. Burke moved for leave to bring in a bill, " for compoſing the preſent troubles, " and for quieting the minds of his Majeſty's ſubjects in America;" but his motion was rejected by a great majority, two hundred and ten being againſt it, and only one hundred and five for it. The Miniſter brought in a bill to the Houſe of Commons, to prohibit all trade and intercourſe with the North American colonies then in actual rebellion. It occaſioned great debates in that Houſe as well as in the Houſe of Lords; but it was carried by ſtrong majorities in both, and received the Royal Aſſent on the 23d of December. This act concluded with a clauſe, from which Adminiſtration formed great hopes of being able, either to reſtore peace in America, or to prevail on ſuch numbers to withdraw from the rebellion, as would make it an eaſy matter to compel thoſe who might ſtill perſiſt in their diſ-

loyalty,

loyalty, to ſubmit to the King's authority. The clauſe was this: "That in order to encourage all well-affected perſons, "in any of the ſaid colonies, to exert themſelves in ſuppreſſing "the rebellion therein, and to afford a ſpeedy protection to "thoſe who are diſpoſed to return to their duty, it ſhall and "may be lawful to and for any perſon or perſons, appointed and "authoriſed by his Majeſty, to grant a pardon or pardons to "any number or deſcription of perſons, by proclamation in his "Majeſty's name to declare any colony or province, or any "county, town, port, diſtrict, or place, in any colony or pro-"vince, to be at the peace of his Majeſty: and from and after "the iſſuing of any ſuch proclamation, in any of the aforeſaid "colonies or provinces, or if his Majeſty ſhall be graciouſly "pleaſed to ſignify the ſame by his royal proclamation, then, "from and after the iſſuing of ſuch proclamation, this act with "reſpect to ſuch colony or province, colonies or provinces, "county, town, port, diſtrict, or place, ſhall ceaſe, determine, "and be utterly void.

"Provided always, that ſuch proclamation, or proclama-"tions, ſhall not diſcharge or ſuſpend any proceeding upon any "capture of any ſuch ſhip or veſſel, made before the date and "iſſuing thereof."

In order to aſſemble a very great military force in America next campaign, his Majeſty entered into treaties with the Landgrave of Heſſe Caſſel, the Duke of Brunſwick, and the Hereditary Prince of Heſſe Caſſel, for taking a body of their troops into his pay;* and Lord North, by the King's command, preſented theſe treaties to the Commons on the 8th of February, who, on the 29th of the ſame month, took them under conſideration. It was moved, that the treaties be referred to the Committee of Supply; and Adminiſtration carried their point by two hundred and forty-two againſt eighty-eight. In

* Troops belonging to the Landgrave of Heſſe Caſſel, - - 13,167
Ditto - - - Duke of Brunſwick, - - - - 4294
Ditto - - - Hereditary Prince of Heſſe Caſſel, - 796
18,257

the Houſe of Lords they were equally ſucceſsful: the treaties being approved by one hundred againſt thirty-two votes. A body of his Majeſty's Electoral troops, part of which were deſtined to ſerve in the iſland of Minorca, and the remainder at Gibraltar, were alſo taken into Britiſh pay. The Parliament voted for the ſervice of the current year, twenty-eight thouſand ſeamen, including ſix thouſand ſix hundred and ſixty-five marines, and fifty-five thouſand landmen, by far the greateſt part of which were deſtined to ſerve in America. The ſupplies voted for the year 1776 amounted, in the courſe of the ſeſſion, to 9,154,230l. 4s. 4d.

On the ſecond of May, Lord North delivered the following Meſſage from the King to the Houſe of Commons:

"GEORGE R.

"His Majeſty, relying on the experienced zeal and affection "of his faithful Commons, and conſidering that, during the "preſent troubles in North America, emergencies may ariſe "which may be of the utmoſt importance, and attended with "the moſt dangerous conſequences, if proper means ſhould "not be immediately applied to prevent or defeat them, is de-"ſirous that this Houſe will enable him to defray any extraor-"dinary expences incurred, or which may be incurred, on ac-"count of military ſervices for the year 1776, and ſuch as the "exigency of affairs may require. And his Majeſty having "judged it expedient to iſſue his proclamation, in purſuance "of an act of Parliament paſſed in the fourteenth year of his "reign, for calling in the remainder of the deficient gold coin, "doubts not but that his faithful Commons will enable him to "make good the charges which ſhall be incurred in this ſervice, "which cannot be at this time aſcertained. G. R."

In conſequence of the ſaid Meſſage, the Houſe immediately paſſed a vote of credit for one million.

On the 23d of May, his Majeſty put an end to the ſeſſion of Parliament: and in his ſpeech to both Houſes, obſerved, that no alteration had happened in the ſtate of foreign affairs ſince their

their meeting; and that it was with pleaſure he could inform them, that the aſſurances which he had received of the diſpoſitions of the ſeveral powers in Europe, promiſed a continuance of the general tranquillity. He concluded his ſpeech as follows:

"*My Lords and Gentlemen,*

"We are engaged in a great cauſe, the proſecution of which "muſt inevitably be attended with many difficulties and much "expence: but when we conſider, that the eſſential rights and "intereſts of the whole empire are deeply concerned in the "iſſue of it, and can have no ſafety or ſecurity but in that "conſtitutional ſubordination for which we are contending, I "am convinced, that you will not think any price too high, "for the preſervation of ſuch objects.

"I will ſtill entertain a hope, that my rebellious ſubjects "may be awakened to a ſenſe of their errors, and that, by a "voluntary return to their duty, they will juſtify me in bring-"ing about the favourite wiſh of my heart, the reſtoration of "harmony, and the re-eſtabliſhment of order and happineſs in "every part of my dominions. But if a due ſubmiſſion ſhould "not be obtained from ſuch motives and ſuch diſpoſitions on "their part, I truſt that I ſhall be able, under the bleſſing of "Providence, to effectuate it, by a full exertion of the great "force with which you have intruſted me."

The plan of operations this year in America was upon a very large ſcale. Major-General Burgoyne, who had returned from that country to London in the beginning of winter, was ſuppoſed to have brought the Miniſtry ſuch authentic information of its ſtate, as would enable them to act with the greateſt proſpect of ſucceſs. The firſt part of the plan was, to ſend the General back to America, with a very conſiderable force, under the orders of General Carleton, who was inſtructed to drive the rebels out of the province of Canada; and if it was found neceſſary to purſue them beyond the limits of that province, to detach a corps on this ſervice, under the command of Major-General

General Burgoyne.* The grand army in America was to continue under the command of General Howe, having under him Major-General Earl Percy, and was intended to act againſt New York and the middle provinces.† The troops which had left Ireland in January, under the command of Major-General Earl Cornwallis, eſcorted by a ſquadron under Sir Peter Parker, had orders to proceed to Cape Fear in Virginia, there to meet Major-General Clinton, who was to take the command,‡ and to make ſuch a diverſion to the ſouthward, as might greatly aſſiſt the operations of the other two Generals; not only by preventing the inſurgents from drawing any ſuccours from their ſouthern confederates, but alſo by obliging them to ſend detachments to their aſſiſtance. His Majeſty at the ſame time, with a view to effect an accommodation with his American ſubjects, on the 3d of May, appointed Vice-Admiral Richard Lord Viſcount Howe, (Commander in Chief of the fleet in America), and his brother the Honourable General William Howe, (Commander in Chief of the army in America), as his Commiſſioners, with full powers to reſtore peace to the colonies, in terms of the conciliatory clauſe in the prohibitory act which had been paſſed this ſeſſion of Parliament; and Henry Strachey, Eſq; was named Secretary to the Commiſſion.

On the fifth of February, in conſequence of his Majeſty's pleaſure, the following flag-officers of the fleet were promoted, viz. Sir James Douglas, Knight, George Lord Edgecumbe, Samuel Graves, Eſq; William Parry, Eſq; and the Honourable Auguſtus Keppel, Vice-Admirals of the White, to be Vice-Admirals of the Red.

John Amherſt, Eſq; his Royal Highneſs Henry Frederick Duke of Cumberland, Sir Peter Denis, Bart. Matthew Buckle, Eſq; Robert Man, Eſq; Vice-Admirals of the Blue, and Clark Gayton, Eſq; Rear-Admiral of the Red, to be Vice-Admirals of the White.

John Montagu, Eſq; Sir Robert Harland, Bart. and James Sayer,

* See Note 33. † See Note 34. ‡ See Note 35.

Sayer, Eſq; Rear-Admirals of the Red, and Richard Lord Viſcount Howe, Waſhington Earl Ferrers, Hugh Pigot, Eſq; and Molineux Shuldham, Eſq; Rear-Admirals of the White, to be Vice-Admirals of the Blue.

John Vaughan, Eſq; Rear-Admiral of the White, and John Lloyd, Eſq; and Robert Duff, Eſq; Rear-Admirals of the Blue, to be Rear-Admirals of the Red.

John Reynolds, Eſq; and Sir Hugh Palliſer, Bart. Rear-Admirals of the Blue, to be Rear-Admirals of the White.

Vice-Admiral John Montagu was appointed Governor of Newfoundland: and Vice-Admiral Lord Viſcount Howe, on the 5th of March, kiſſed the King's hand on being appointed Commander in Chief of his Majeſty's ſhips in North America, in the room of Vice-Admiral Shuldham, whom his Majeſty was ſoon after pleaſed to create Lord Shuldham of the kingdom of Ireland.

General William Howe was appointed General and Commander in Chief of his Majeſty's forces in North America, from Nova Scotia on the north to Weſt Florida on the ſouth, with all powers and authorities thereunto belonging, and General Guy Carleton, General and Commander in Chief of his Majeſty's forces employed or to be employed at Quebec, and upon the frontiers of the provinces bordering thereupon. Generals Howe and Carleton were, in the courſe of this year, honoured with the Military Order of the Bath.

On the ſecond of May, a Commiſſion paſſed the Great Seal, authoriſing the Lords Commiſſioners of the Admiralty, and other Courts of Admiralty, to take cognizance of, and judicially proceed upon, all captures of ſhips, veſſels, and goods, belonging to the inhabitants of the rebellious colonies in North America.

A great number of ſhips of war were put in commiſſion; and alſo, a number of ſhips hired as tranſports to carry the troops, artillery, horſes, ſtores, and proviſions, to North America. Early in the month of March, Captain Charles Douglas, in his Majeſty's ſhip Iſis, having on board a company of the twenty-

ninth

ninth regiment, ſailed for the relief of Quebec: on the 5th of April, General Burgoyne, with the Britiſh and Brunſwick troops, ſailed from Portſmouth for the ſame place. On the 27th of that month, a thouſand men, detached from the three regiments of foot guards and formed into a battalion, together with ſome regiments of foot, a large train of artillery, and the firſt diviſion of the Heſſian troops, ſailed from Spithead for New York, eſcorted by a ſquadron commanded by Commodore Hotham. Theſe were ſoon followed by the ſecond diviſion of Heſſian troops, under the orders of General Knyphauſen, and the ſixteenth regiment of light dragoons, who ſailed alſo from Spithead for New York, eſcorted by a ſquadron of frigates, commanded by Captain Fielding.

His Majeſty increaſed the bounty for ſeamen to enter on board the fleet: and all diligence was uſed to get the ſhips put in commiſſion properly fitted and manned. To expedite this ſervice, Vice-Admiral Sir James Douglas was appointed to command at Portſmouth, and Vice-Admiral Amherſt at Plymouth. On the fourth of July, the King of Portugal iſſued an edict, by which he prohibited his ſubjects from having any intercourſe with the Americans: and on the ſeventh of October, the King of Spain declared his reſolution, to remain neuter in the conteſt between Great Britain and her colonies.

On the ſeventh of December, a great fire broke out in Portſmouth dock-yard, which was found to have been wilfully kindled by one James Aitken, alias John the Painter; for which he was tried and condemned, and on the 7th of March hanged on a gallows fifty feet in height, erected at Portſmouth. This miſcreant had undertaken this diabolical meaſure, with a view to aid the cauſe of the revolted colonies in North America. He had found means, juſt as the workmen were going to dinner, to ſecret among ſome hemp in the rope-houſe, a machine contrived with great art, containing combuſtibles, to which he ſet fire; which ſpeedily communicating with the hemp, began to blaze about four in the afternoon. By the efforts of the officers and workmen belonging to the yard, the garriſon,

garriſon, and the ſquadron, the fire was prevented from ſpreading, and was got under the day following; but the rope-houſe, with its contents, was entirely conſumed.

AMERICA.

The rebel Congreſs again aſſembled at Philadelphia, and were very intent to get their army recruited as faſt as poſſible. As the term for which moſt of their troops had inliſted was nearly expired, great rewards were offered to volunteers who would ſerve for three years; and to ſuch as would ſerve during the war, one hundred acres of land were to be allotted at the eſtabliſhment of peace. They made a great number of regulations for their ſtate, for their army, for raiſing money for the payment of their troops, and for carrying on the war. They alſo paid much attention to their naval force, and gave great encouragement to the fitting out of privateers and letters of marque. But knowing how much their principal harbours and rivers were expoſed to inſult, from the ſuperiority of the Britiſh navy, they adopted an expedient for the defence of ſuch places, by ſinking ranges of frames or machines acroſs their mouths, which made it extremely dangerous for the invader to force an entrance into them. Theſe machines were ſuppoſed to be the invention of Dr. Franklin, to whom they did great credit. They were formed of large heavy ſquare pieces of timber. Two long ones, at a proper parallel diſtance from each other, formed the horizontal baſe which was to reſt on the bed of the river. Right over theſe were placed two others of ſimilar ſize, riſing from toward the end of the horizontal baſe, in ſuch an angular direction, that any veſſel ſailing againſt them muſt be pierced by their elevated ends, which were, for that purpoſe, fortified with ſtrong iron points, but did not appear above the ſurface of the water. The degree of elevation was ſuch as to give the greateſt reſiſtance, with the leaſt danger to the timbers. The four main pieces were joined to each other by many tranſverſe ones; and the whole was ſo contrived, that its own

own weight and the weight added to it when ſunk, ſhould prevent it from being broken, forced backward, or turned over. Theſe machines were called by the Americans *chevaux de friſe:* and with them the rivers Delaware, Hudſon's or North River, near New York, and the approach to the town of Providence in Rhode Iſland, were fortified. To render acceſs to them the more difficult and dangerous, the Congreſs cauſed a number of gallies to be built, and armed them with heavy cannon. Theſe, placed behind the frames, gave great annoyance to the war ſhips when they approached them. The Americans reaped much benefit from the invention of the chevaux de friſe.

On the 23d of March, letters of marque and repriſal were iſſued by the rebel Congreſs againſt Great Britain and its ſubjects; and their privateers and cruizers were very ſucceſsful in capturing ſtoreſhips deſtined for the fleet and army at Boſton. Beſides the general meaſures of hoſtility againſt their enemies, or of protection to their own poſſeſſions, the Congreſs alſo recommended the ſtudy and improvement of agriculture, arts, manufactures, and commerce, in the United Colonies. Every device was uſed by their popular leaders to increaſe the diſlike of the coloniſts to the mother-country, and gradually to form their minds for uniting in the grand deſign of erecting themſelves into a ſeparate and independent ſtate. So ſucceſsful were their efforts, that though this object was long held in deteſtation by all the colonies to the ſouthward of Connecticut, the Provincial Congreſs of South Carolina determined, in April this year, "Not to treat with Great Britain, but through the "medium of Congreſs;" and ſoon after that, reſolved to abjure her legiſlative authority. Similar reſolutions were adopted by the Provincial Congreſſes of North Carolina, Maryland, and New Jerſey; and alſo by the inhabitants of Waterton in the province of Maſſachuſet's Bay, and of the town of Savannah in Georgia. Of theſe, ſeveral recommended independence to the General Congreſs;* one ordered the prayers for the King and

* The Congreſſes of North Carolina and New Jerſey, and the inhabitants and freeholders of Waterton in Maſſachuſet's Bay.

and the Royal Family to be omitted in the church ſervice ;† and another agreed to burn their town and ſhipping, rather than let it fall into the hands of the Britiſh.‡ Thus, ſupported by the prevalence of that diſloyalty which they had ſo ſucceſsfully foſtered in the country, the General Congreſs, on the 15th of May, reſolved, "That conſidering the United "Colonies as excluded, by the capture acts, from the pro-"tection of the Crown, they therefore entirely ſuperſeded its "authority."

Theſe progreſſive meaſures having paved the way, and the minds of the people being prepared for it by various publications, the Congreſs, on the 4th of July, formally declared the United States of America to be Independent; abjuring all allegiance to the Britiſh Crown, and renouncing all political connection with Great Britain. This ſolemn declaration was read with great pomp and ceremony in every town, and at the head of their troops wherever they were aſſembled; and every where it appeared to be ſeconded by the wiſhes and the inclinations of the majority of the people. In the city of New York, the people were ſo overjoyed and inflamed by its influence, that they proceeded in a body to the place where the equeſtrian ſtatue of his Majeſty ſtood, which had been erected in the year 1770, and immediately overturned it.

In the courſe of this ſummer, the Congreſs ſent Reſidents to moſt of the European Courts; but as yet, they were not openly received in a public character.

At Boſton, the Britiſh fleet and army had remained in a very diſagreeable ſituation, from the want of ſtores of almoſt every kind; but this was little ſuſpected in Britain, as Adminiſtration had been at the greateſt pains to ſend ample ſupplies of every thing neceſſary for their comfort and convenience. It is ſcarcely poſſible to enumerate the various articles ſhipped for this purpoſe; rum, brandy, wine of all ſorts, porter, ale and beer, groceries, live ſtock, corn, hay, ſalted proviſions of various

† The Provincial Congreſs of Maryland.

‡ The inhabitants of the town of Savannah in Georgia.

various kinds, coals, &c. The veſſels loaded with theſe were ordered to ſail for Boſton, under the protection of proper convoy. Whether it was owing to the lateneſs of their departure from England, or to the weſterly winds continuing to blow much longer than uſual, is uncertain; but of the ſhips which carried theſe immenſe ſtores, a few only ever reached their intended deſtination. They arrived on the American coaſt at the worſt ſeaſon of the year for gaining any of its harbours; the weather was uncommonly tempeſtuous: many of them were compelled to bear away for the Weſt Indies, and others of them were taken by the enemy's privateers, almoſt within ſight of the harbour of Boſton. The loſs of ſome ſhips loaded with coal proved a great ſource of inconvenience to the garriſon, who, for the ſake of a ſcanty ſupply of fuel, were, in the courſe of the winter, under a neceſſity of pulling down a meeting-houſe, and upwards of a hundred wooden houſes.

General Howe ſent a detachment of the marine corps, under the command of Major Grant, who, eſcorted by his Majeſty's ſhip Scarborough of twenty guns, Captain Barclay, and ſome armed veſſels, proceeded to Savannah in Georgia, in order to bring off ſome ſhips and veſſels which lay there loaded with rice. The militia and inhabitants gave them all the oppoſition in their power; ſome blood was ſpilt, and the rebels contrived to burn ſeven of the loaded veſſels: but Captain Barclay brought off what remained, and conducted them to Boſton. This ſupply, with the cargoes of a few of the ſhips that had arrived ſafe from England, afforded a temporary relief to the garriſon. They paſſed the three firſt months of the winter in tolerable quietneſs. For this they were indebted, partly to the ſeverity of the weather, which was unfriendly to military operations; partly to the inactivity of the Americans, which was owing to the expiry of the time for which their ſoldiers were inliſted, and the neceſſity of ſupplying their place by new levies; and partly to the ſtate of the rivers, which were not ſo completely frozen, as to admit of large bodies of troops marching over them with heavy artillery. Early in January,

January, Major-General Clinton and a few companies of light infantry embarked at Boſton, and ſailed in tranſports, under eſcort of the Mercury frigate, for Cape Fear in North Carolina, where he was to take the command of the troops expected from England under Major-General Earl Cornwallis.

The revolted Americans had always very early intelligence of what paſſed in the Britiſh Parliament; and alſo, of the ſteps which the Miniſtry intended to take againſt them. The King's ſpeech to both Houſes, at the opening of this ſeſſion of Parliament, and the account of the fate of the petition of the Continental Congreſs, excited in America great rage and indignation, which the leading people were careful to inflame. The ſpeech was publicly burnt in the rebel camp before Boſton; and the Congreſs to ſhew their diſpleaſure, ordered their national colours to be changed from a plain red ground, which they had hitherto uſed, to a flag with thirteen ſtripes, as a ſymbol of the number and union of the colonies, that had thrown off their allegiance to the Britiſh Crown. Upon the arrival of freſh information from England, their inveteracy againſt the mother-country ſtill increaſed. The paſſing of the prohibitory act, and the intelligence that a large army of foreigners were to be taken into Britiſh pay, on purpoſe to ſerve in America, rouſed the Congreſs to adopt vindictive meaſures. They immediately diſpatched inſtructions to General Waſhington, whoſe army was now pretty well formed, to change his mode of conduct, and with all poſſible diligence to commence offenſive operations againſt the town of Boſton, and the Britiſh fleet in its harbour. Not doubting their ability to compel General Howe to evacuate the city, they were anxious to have this accompliſhed as quickly as poſſible, that their army might be at liberty, early in the ſummer, to oppoſe the numerous aſſaults which they expected from beyond the Atlantic. They were enabled to bring a formidable artillery againſt this place, by the great ſupplies of ordnance which they had obtained from the ſhips that had fallen into their hands, as well as from the forts of Ticonderago and Crown Point which they had taken.

On the ſecond of March, they opened a battery of mortars from a place called Phipps's Farm; and on the third, a battery of heavy cannon from Dorcheſter heights, which greatly annoyed the garriſon. General Howe, determining if poſſible to remove them, embarked the grenadiers, light-infantry, and ſix battalions, with the intention of landing them in the rear of the enemy's works, and of attacking their battery of cannon. A ſtrong ſortie was to be made from the town at the ſame time, in order to ſecond theſe operations: but fortunately the weather proved ſo very boiſterous, that it was impoſſible for the ſhips to leave the harbour without the greateſt danger. The General therefore propoſed the attack on the ſixth; but as the bad weather ſtill continued, he was obliged to relinquiſh the deſign. The enemy had by this time greatly increaſed their works in point of ſtrength; and General Waſhington, informed of General Howe's intentions, had collected a very large body of his beſt troops to oppoſe him. If the intended enterpriſe had taken place, it therefore would have been very bloody, and doubtful in its iſſue. From the great force of the enemy, it was to be dreaded that they would poſſeſs and fortify Noddles and Hog iſlands; by which means they might render it very inſecure for any ſhip or veſſel to ride at anchor in the harbour. The ſituation of General Howe was as diſagreeable as can well be imagined. Placed at the head of a powerful body of regular troops, which he well knew to be deemed in England equal to the ſervice allotted them, he dreaded the cenſure of his country, if in ſuch circumſtances he ſhould abandon the town: on the other hand, the diſtreſſes of the inhabitants were great beyond meaſure; the hardſhips of the troops were ſeverely felt; their freſh proviſions were all expended; their ſtore of ſalt proviſions rapidly diminiſhed; and he was uncertain when a new ſupply might arrive, as he had not heard from England ſince the end of October. The conſideration of theſe circumſtances rendered the General's mind ſo uneaſy, that he reſolved to abandon the place, and ſail for Halifax: this was an arduous taſk. He had to embark not only his army, and a large train

of

of artillery, but alſo ſuch of the inhabitants as had taken arms, and openly declared for Government. To have left them to the mercy of their iraſcible and vindictive countrymen, would have been equally ungrateful and impolitic. The embarkation therefore reſembled a vaſt emigration; in which whole families, with their houſehold goods, embraced the opportunity of retiring to a place of ſafety. That any ſort of treaty took place on this occaſion, between General Howe and General Waſhington, has been denied from ſo high authority, that it may ſeem audacious to aſſert the contrary: but it is generally believed, that when the former had come to a reſolution to abandon the place, he ſent ſome of the ſelect men to the latter, to inform him of his intentions, and to tell him, that if his attacks were continued, he muſt ſet fire to the town to cover his retreat. Two of the ſelect men returned, and having had ſome converſation with General Howe, went back to Roxbury; ſoon after which, the firing ceaſed on both ſides. The embarkation took up more than a week, during which time the General's temper was often put to the ſevereſt trials: but his fortitude was truly admirable. He found it impoſſible to remove all the heavy cannon and mortars; but rendered thoſe which he was unable to carry away, as unſerviceable as the hurry on ſuch an occaſion would admit. What could be eaſily removed, and all the military ſtores, were embarked on board the tranſports; the Admiral affording every aſſiſtance in his power. On the 17th of March, the laſt of the garriſon were withdrawn: that the fortifications of Caſtle William might not prove of any uſe to the enemy, they were blown up; and the fleet fell down the harbour to Nantaſket road. General Waſhington immediately took poſſeſſion of Boſton, with great military pomp; but being uncertain of General Howe's deſtination, he, the ſame day, detached a conſiderable part of his army to New York, under the command of General Heath.

The fleet and army from Boſton arrived at Halifax the third and fourth of April. Rear-Admiral Shuldham left a ſmall ſquadron in Nantaſket road, under the command of Captain

Banks in the Renown, to protect the ships which were daily expected to arrive from England, and to escort them to Halifax. General Howe being in expectation of his brother's arrival with the long looked-for reinforcements from England, did not disembark the whole of his army, but kept such regiments as he could not conveniently find quarters for at Halifax and its environs, on board the transports. As soon as the season would permit, and the navigation of the river St. Lawrence was thought practicable, General Howe detached the 47th regiment to the assistance of General Carleton at Quebec.

General Howe remained at Halifax, with his army, until the beginning of June: and as no intelligence of the succours from England had reached him, his patience was quite exhausted. He accordingly embarked his army and train of artillery; and on the 12th of that month put to sea, escorted by Rear-Admiral Shuldham and the greatest part of the squadron under his command. Great hopes were entertained, that they would fall in with the fleet under Lord Howe at sea. Brigadier-General Massey was appointed commander of the troops left at Halifax, and Sir George Collier of the ships of war there.

The naval transactions on the coast of North America, prior to this time, were as follows. The Earl of Dunmore, his Majesty's Governor of Virginia, continued to the utmost of his power to harrass the revolted Americans in that province. The rebel Committee at Norfolk having refused to allow any fresh provisions to be sent on board his Majesty's ships on that station, and having fired from the shore upon their boats, it was resolved to avenge this hostile conduct. Previous notice of the intended attack was sent ashore, that the women and children might be removed from the danger which threatened the place: and on the 1st of January, his Majesty's ship Liverpool of twenty-eight guns, Captain Bellew, with the Otter and King's Fisher sloops, and Dunmore armed ship, began to cannonade it. A party landed from these vessels, set fire to the houses next the water; but owing to the situation of the place, and the direction of the wind, the damage extended only to a part of the town. It would

would appear, however, that the diſaffected themſelves, on ſeeing the lower part of the town in flames, ſet fire alſo to that part which Lord Dunmore meant to have ſpared. Nor did their fury ſtop with this outrage. They likewiſe burnt ſeveral houſes in the country, and a great diſtillery about three miles from Norfolk, in which was a large ſtock of rum and molaſſes; and induſtriouſly ſpread a report, that this was done by the King's ſoldiers and ſailors, doubtleſs with a view to increaſe the general odium againſt them. After theſe exertions, his Lordſhip finding that he could no longer be of ſervice to his Majeſty in Virginia, joined General Howe at New York.

Lieutenant Dawſon, commanding the Hope brig, diſcovered, on the 29th of January, about ten in the morning, a ſchooner privateer belonging to the enemy, at anchor off Plymouth. Upon his ſtanding towards her, ſhe immediately got under way, and endeavoured, but in vain, to enter ſeveral of the harbours on that part of the coaſt. The Hope, having fruſtrated all theſe attempts, at laſt forced her aſhore about two o'clock. Lieutenant Dawſon then brought the brig under his command to anchor as near her as the depth of water would allow, and kept up a ſmart fire on her until ſeven in the evening, when ſhe floated, made a puſh to get into North River, and ſunk in the attempt. At day-light next morning, Lieutenant Dawſon endeavoured to burn the part of her which remained above water: but the country people having by this time aſſembled in great multitudes, kept up a conſtant fire on the Hope and her boats, from ſmall arms and a battery of cannon which they had erected in the night. It was, therefore, judged proper to deſiſt; eſpecially as the privateer had received ſo much damage as would effectually prevent her from cruizing.

The Congreſs having received information of the defenceleſs ſituation of the iſland of Providence, the ſeat of government of the Bahama iſlands, diſpatched their ſquadron, under the command of Mr. Hopkins, in hopes of ſeizing upon his Majeſty's magazine there: but Governor Brown having got intimation of their deſign, in a great meaſure diſappointed it, by having al-

moſt all the gunpowder conveyed away in two ſloops, the day before they appeared off the town of Naſſau, (March 3d). The place being in no condition to withſtand either an attack or a ſiege, ſurrendered on the firſt ſummons. Here the enemy found plenty of cannon and mortars; but to their great mortification, only fifteen barrels of gunpowder, which they carried off. They alſo made Governor Brown their priſoner, and were on their voyage to New London, when their fleet, about two in the morning on the 6th of April, (off Block iſland) fell in with his Majeſty's ſhip Glaſgow of twenty guns, Captain Tyringham Howe. About half an hour paſt two, a large brig of Mr. Hopkins' ſquadron came ſo near as to be hailed by the Glaſgow, but ſeemed to heſitate what anſwer to give; upon which Captain Howe repeated the queſtion, "What are ye? "And what are the other ſhips in company?" They then anſwered, "the Columbus, and Alfred frigate of twenty-two "guns;" and immediately a hand-grenade was thrown out of the brig's top at the Glaſgow, which was returned by a broadſide; and an action commenced. The brig then ſhot ahead, to make room for a large ſhip with a top-light to come alongſide the Glaſgow. At the ſame time, another of their ſhips ran under her ſtern, raked her as ſhe paſſed, and then luffed up under her lee-beam, while a brig took her ſtation on her larboard-quarter, and a ſloop kept altering her poſition continually. At four o'clock the ſituation of all the enemy's veſſels was changed; their two ſhips had dropped on each quarter, and a brig lay aſtern keeping up a continual fire. The Glaſgow then bore away and made for Rhode Iſland, when all the rebel fleet were within muſquet-ſhot, on her quarters or ſtern. Captain Howe ordered two ſtern-chace guns to be run out at the cabin windows, from which he kept up a warm fire on the enemy, who, at day-break, on the 17th, were found to conſiſt of two ſhips, two brigs, and a ſloop, all fitted for war, and a large ſhip and a ſnow, which had kept to windward from the commencement of the action. At half paſt ſix the enemy hauled their wind and ſteered to the S. S. W. In this action, the

the Glaſgow had one man killed, and three wounded, by the enemy's ſmall arms.

Rear-Admiral Shuldham, in the beginning of May, had ordered the Roebuck of forty-four guns, Captain Hammond, and the Liverpool of twenty-eight guns, Captain Bellew, to ſtation themſelves in the Delaware; and they had accordingly got up that river, as high as Chriſtiana creek, about ſix miles above Newcaſtle. On the 9th of that month, the enemy ſent down from their ſtations at Fort or Mud Iſland, a number of gallies and gun-boats, which about three in the afternoon attacked the King's ſhips. After a warm cannonade on both ſides, which had laſted upwards of three hours, the Roebuck grounded, and the Liverpool came to an anchor to cover her. The battle ceaſed with the day-light, and during the night the Roebuck got afloat. On the 10th, as ſoon as the tide began to ebb, which was about five in the afternoon, the enemy's gallies and gun-boats dropped down the river, and recommenced the attack. The King's ſhips finding it impoſſible to work up againſt both wind and tide, ſo as to get near enough to the veſſels of the rebels for their cannon to have a proper effect, fell down towards the mouth of the river. In this conflict, both ſhips received conſiderable damage in their maſts, hulls, and rigging, and had ſeveral men wounded.

The Roſe of twenty guns, Captain Wallace, fell in with two of the enemy's privateers off Rhode Iſland, one of twenty, the other of ſixteen guns, and engaged them both very cloſely for a conſiderable time; when the latter ſunk, and the former ſheered off. The boats from the Roſe ſaved moſt of the privateer's crew, many of whom entered into his Majeſty's ſervice.

The Pearl frigate, Captain Wilkinſon, took, after an hour's engagement, a ſhip of ſixteen guns and ninety men, belonging to New York, having on board live cattle and military ſtores. Moſt of her crew inliſted with the fleet. The Vulture, a privateer belonging to the enemy, mounting fourteen guns, was, after exchanging a few ſhots, taken by one of his Majeſty's frigates. The Milford frigate took, after a ſhort action, the

Yankee Hero, a privateer of eighteen carriage and ten ſwivels guns. The privateer had four men killed, her Captain and twelve men wounded.

On the death of General Montgomery, the command of the enemy's forces before Quebec devolved on Mr. Arnold, whom the Congreſs had raiſed to the rank of a Brigadier-General. It was obſerved, that after they had failed in their attempt to carry the city by aſſault, they had withdrawn their forces to about three miles diſtance; that they had cantoned their men in the neighbouring villages, and were active only in preventing ſuccours from entering the place. General Carleton having permitted the baggage belonging to the enemy's officers and ſoldiers, who were made priſoners on the 31ſt of December, to be brought to them, General Arnold availed himſelf of that opportunity to attempt to enter into a correſpondence with the Governor; who uniformly replied, that no intercourſe could be admitted, unleſs they came to implore the King's mercy. M. Beaujeu, (a loyal Canadian) endeavoured to the utmoſt of his power to relieve the town, and had collected for that purpoſe a body of his countrymen, who by no means ſeconded his good intentions; for his advanced guard falling in with ſome of General Arnold's detachments on the 28th of March, was ſeized with a panic and diſperſed. On the 31ſt of the ſame month a diſcovery was made, that the rebel priſoners had formed a plot to eſcape, by ſeizing the guard at St. John's gate, and admitting Mr. Arnold: but their deſign was fortunately diſcovered, and effectually prevented. In the beginning of April, the enemy's army began to leave their cantonments to draw nearer to the town, and to renew their active operations againſt it. On the 4th of that month, they opened upon it a battery of four guns and one howitzer, from the oppoſite ſide of the river St. Charles. Their intention was, by firing red-hot balls from this battery, to burn the ſhipping as well as the town. On the 23d, they commenced a bombardment from the heights oppoſite to Port St. Louis, but with very little effect, as their batteries ſuffered much from the

the artillery of the garriſon. On the 3d of May, about ten at night, they attempted to run a fire-ſhip into the Cul de Sac or harbour, where the ſhips of war, and almoſt all the other ſhipping, were laid up: but they failed in the attempt, and the veſſel burnt to the water's edge without doing any injury. If by this means they had ſucceeded in burning the ſhips, the lower town muſt have ſhared the ſame fate; and their intended plan was, to have availed themſelves of the unavoidable confuſion attending ſuch an occurrence, by again attempting to carry the place by eſcalade.

The 6th of May put an end to the ſufferings of the garriſon and to the hopes of the rebels, by the arrival of the Surprize frigate, Iſis, and Martin ſloop, in the baſon of Quebec. The Iſis had ſailed from Spithead on the 11th of March, with ſuccours on board for the relief of the place, and the grenadier company of the 29th regiment. She made the iſland of St. Peter on the 11th of April: but had the greateſt difficulty to proſecute her voyage. Captain Douglas, who was animated with all the zeal which ſo critical a ſervice required, exerted every means in his power to carry the ſhip forward; and, by a preſs of ſail, forced her through large fields of ice to the extent of fifty or ſixty leagues, till on the 21ſt he got clear of this impediment, made the iſland of Anticoſti, and on the ſame evening entered the river St. Lawrence.

On the 30th of April, the Iſis came to an anchor, in a ſnow ſtorm, near the Pilgrim iſlands; and from thence, as the weather cleared up, ſignals were obſerved to be made by ſucceſſive ſmoaks from Cape to Cape towards Quebec. After various obſtacles from calms, fogs, and contrary winds, the Iſis arrived, on the 3d of May, at Iſle aux Coudres; where ſhe was joined by his Majeſty's ſhip Surprize and Martin ſloop, which had ſailed the 20th of March from Plymouth, having likewiſe ſuccours on board for Quebec. Here Captain Douglas ſecured all the French pilots he could; and as every minute was precious, he gave orders to Captain Linzee, of the Surprize, to make the beſt of his way to Quebec, and to inform Governor

Governor Carleton that he was haſtening to his relief. Captain Linzee was ſo fortunate as to arrive in view of the town at ſix the next morning; and after anſwering the private ſignal from the garriſon, he came to an anchor in the baſon of Quebec, between the enemy's battery on Point Levi and the lower town: ſoon after which, the Iſis and Martin joined the Surprize. The ſeveral detachments of troops and marines which they had on board, in all about two hundred men, were immediately landed, under the command of Captain Lord Peterſham, (now Earl of Harrington). General Carleton rightly judging, that the impreſſion made on the rebels by the arrival of his Majeſty's ſhips would operate very powerfully in favour of the beſieged, inſtantly determined upon a ſortie. He accordingly ſallied forth at the head of nearly eight hundred men, and very ſoon came in ſight of their camp, and found them buſily employed in making preparations for a retreat. A few ſhot only were exchanged: for on General Carleton's preſſing forward, they fled with the greateſt precipitation, abandoning all their artillery, military ſtores, ſcaling ladders, and petards. Captain Douglas being informed of the enemy's retreat, immediately ordered the Surprize and Martin to proceed up the river as far as the rapids of Richelieu, to annoy them in their flight as much as poſſible. This order was attended with the beſt effect, as it prevented the parties of the inſurgents on the oppoſite ſides of the river, from joining in their retreat towards Montreal. They alſo recovered his Majeſty's armed ſchooner Gaſpé, which during the laſt winter had fallen into the rebels hands, and had been ſunk by them, but was ſoon weighed, and found not to be materially damaged. On this occaſion the Mary, an armed ſchooner of the enemy's, carrying four ſix-pounders and ſix three-pounders, was taken, but her crew eſcaped into the woods. The conduct of General Carleton, every part of which was tranſcendently meritorious, eſpecially his gallant defence of Quebec, raiſed him ſo high in the favour of his Sovereign, and in the eſteem of his countrymen, that they beheld with ſatisfaction the ſubſequent honours,

honours, with which the King ſo juſtly rewarded his merit.

To do juſtice to the merit and ſervices of Colonel Maclean, Captain Hamilton of his Majeſty's ſhip Lizard, and the other officers and men who compoſed the garriſon, I ſhall tranſcribe the commendations beſtowed upon them by their gallant commander: "This," ſays this excellent officer, "ended our ſiege "and blockade; during which, the mixed garriſon of ſoldiers, "ſailors, Britiſh and Canadian militia, with the artificers from "Halifax and Newfoundland, ſhewed great zeal and patience, "under very ſevere duty and uncommon vigilance, indiſpen- "ſible in a place liable to be ſtormed, beſides great labour ne- "ceſſary to render ſuch attempts leſs practicable.

"I cannot conclude this letter, without doing juſtice to "Lieutenant-Colonel Maclean, who has been indefatigably "zealous in the King's ſervice, and to his regiment, wherein "he has collected a number of experienced good officers, who "have been very uſeful. Colonel Hamilton, (Captain of his "Majeſty's ſhip Lizard) who commanded the battalion of ſea- "men, his officers and men, diſcharged their duty with great "alacrity and ſpirit. The ſame thing muſt be acknowledged "of the maſters, inferior officers, and ſeamen, belonging to "his Majeſty's tranſports, and merchantmen detained here laſt "fall: only one ſeaman deſerted the whole time. The militia, "Britiſh and Canadian, behaved with a ſteadineſs and reſo- "lution, that could hardly have been expected from men un- "uſed to arms. Judges, and other officers of Government, "as well as merchants, cheerfully ſubmitted to every incon- "venience to preſerve the town; the whole indeed, upon the "occaſion, ſhewed a ſpirit and perſeverance that do them great "honour.

"Major Caldwell, who commanded the Britiſh militia all "winter as Lieutenant-Colonel Commandant, and is bearer of "theſe diſpatches to your Lordſhip, has proved himſelf a "faithful ſubject to his Majeſty, and an active and diligent "officer. He, and indeed almoſt every loyal ſubject, are very

con-

"conſiderable ſufferers by the preſent hoſtile invaſion." *

Such was the warm language of the Governor of Quebec: and ſuch his opinion of the behaviour of his garriſon.

The preſervation of the capital of Canada was a moſt important object. As its weakneſs, from the extent of its fortifications, was well known to General Howe, he was uneaſy at not having received intimation of its danger, ſufficiently early in the ſeaſon to have enabled him to ſend troops to its relief before the winter ſhould ſet in. The moment, therefore, that the navigation of the gulph and river of St. Lawrence became practicable, he detached the 47th regiment on this ſervice, which reached the city of Quebec on the 8th of May, under the eſcort of the Niger frigate, Captain Talbot: and on the 10th, the Triton frigate, Captain Lutwidge, arrived from England, having ſome tranſports, with the remainder of the 29th regiment on board, and ſome victuallers, under convoy.

A long and ſevere winter's campaign did not in the leaſt abate the vigour of General Carleton; for as ſoon as the 29th and 47th regiments had refreſhed themſelves on ſhore after the voyage, he embarked on board tranſports, and on the 20th of May proceeded up the river St. Lawrence, in order to harraſs the rebels as much as poſſible; leaving orders for the troops, daily expected to arrive from England, to follow him.

The General, in all his operations, was well ſeconded by Captain (afterwards Sir Charles) Douglas of his Majeſty's ſhip Iſis, the ſenior naval officer on this ſtation; who, that no time might be loſt in driving the enemy out of the province, immediately after the raiſing of the ſiege of Quebec, ſent down the river all the pilots that could be procured, to conduct the tranſports which were daily expected with General Burgoyne from England. He alſo provided pilots for the upper river, placed frigates and armed veſſels in proper ſtations to aſſiſt and eſcort them: and, leaſt the tranſports ſhould be prevented, by contrary

* Extracts from Major-General Carleton's letter to Lord George Germaine, one of his Majeſty's Principal Secretaries of State, dated Quebec, May 14th, 1776.

contrary winds, from ſailing up the St. Lawrence, and the troops thereby obliged to diſembark and proceed by land, he was careful to have other veſſels commodiouſly ſtationed with proviſions for them on their march. Their paſſage from England had been tedious, and it was not until the 28th of May that they reached Quebec. They remained at anchor there only one night, and proceeded directly up the river to join General Carleton, who had ordered the troops to aſſemble at the town of Trois Rivieres, about midway between Quebec and Montreal. When they arrived at that place, part of the army was diſembarked and cantoned there, and in the adjacent villages on the road to Montreal, and the reſt remained on board the tranſports.

On the 8th of June, when the tranſports were at anchor, about three miles above Trois Rivieres, under the protection of his Majeſty's ſloop Martin, the rebels attempted a very bold enterprize. They embarked, under the command of Major-General Thompſon, upwards of two thouſand of their beſt men in fifty large boats at Sorell, and croſſing the river St. Lawrence, landed at the Point du Lai before day-light, and immediately marched to attack the Britiſh troops at Trois Rivieres, in hopes of ſurpriſing them. The better to conceal their deſign, they rowed paſt the Martin ſloop of war and tranſports in the river, only taking care to keep out of reach of their cannon. Brigadier-General Fraſer, who commanded at Trois Rivieres, was too alert to be thus entrapped; for they had ſcarcely begun their attack on the out-poſt of the 62d regiment, when he put himſelf at the head of a body of troops, and marched with the utmoſt expedition towards them, leaving orders for the remainder to follow him. Lieutenant-Colonel Anſtruther, the moment he heard the firing, haſtened at the head of the 62d regiment to the ſupport of the poſt, immediately attacked the enemy, was preſently ſeconded by the troops under Brigadier-General Fraſer, and they were ſoon after reinforced by more troops, who brought along with them ſome field-pieces, which did moſt excellent ſervice. Brigadier-General Neſbit, who commanded

manded the troops on board of the ſhips in the river, received the firſt intelligence of what was going on by the firing he heard from the ſhore; on which, he inſtantly made the ſignal for the troops in the tranſports to diſembark, and with the greateſt diſpatch puſhed aſhore, (in the rear of the enemy's detachment) at the head of as many men as he could find boats to contain them. The rebels, who were by this time retreating before Brigadier-General Fraſer, when they perceived the troops leaping aſhore from their boats, and their retreat in danger of being cut off, fled with the greateſt precipitation through the woods towards Montreal. The two Brigadiers purſued them, keeping cloſe by the river ſide, in hopes of getting between them and their boats, and by theſe means cutting off their retreat. Brigadier Neſbit proceeded as far as Machiche, and Brigadier Fraſer to the Point du Lai, and thereby ſucceeded in intercepting a very conſiderable body of the inſurgents. The reſt, headed by a Lieutenant-Colonel Campbell, (who had been an officer in his Majeſty's ſervice, and who was the firſt that fled from the action) made ſuch ſpeed, that they regained the boats, and puſhed off from the ſhore, before the troops under General Fraſer could come up. In conſequence of this, Major-General Thompſon, their commander, with a Colonel Irwin, the ſecond in command, ſeveral other commiſſioned officers, and about two hundred private men, were made priſoners. While the King's troops purſued the enemy along the ſhore, the Martin ſloop, and tranſports, ſailed up the St. Lawrence as high as the river du Loup, by which means they intercepted two of the enemy's boats full of men; but the other boats had got too far off, and made their eſcape. In this ſkirmiſh, the rebels had a great many men killed. For the preſervation of their wounded, which were reported to be numerous, General Carleton, with his uſual humanity, publiſhed a proclamation inviting them to come in from the woods and ſurrender; to ſuch as would do ſo, he proffered clemency and protection.* The loſs ſuſtained by the King's troops did not exceed twelve or

* See Note 36.

or thirteen in killed and wounded. On the 9th, the regiments were all at their former ſtations. Thoſe whoſe tranſports had got up the river were embarked: and Brigadier-General Fraſer was ordered to march along ſhore, at the head of the troops whoſe tranſports had not been able to get ſo far up the St. Lawrence. The wind becoming fair, the fleet ſailed, and arrived the evening of the 14th off Sorell, from which place the rear of the rebel forces had only marched a few hours before. The grenadiers and light-infantry of the regiments, on board of the tranſports, landed immediately, and were ſupported by the troops under Brigadier Neſbit. Next morning more troops were diſembarked, and the command of them given to General Burgoyne, who had orders to purſue the enemy up the river Sorell to St. John's, but without hazarding any thing, until the column on his right ſhould be able to co-operate with him.

As ſoon as regulations could be made out, to direct the different tranſports in the progreſs of this difficult navigation, the remainder of the fleet ſailed for Longueil, four leagues from Chamblé: and had the wind continued fair, this column of the army would, in all probability, have arrived that night at the place of its deſtination, about the time when the rear of the rebel army was retiring from Montreal, under the command of Brigadier-General Arnold. The next day the troops were diſembarked, and marched by La Prairie to St. John's. The advanced guard of this column was conducted by Major-General Phillips. He arrived on the morning of the 19th near St. John's; when he learned, that the column headed by Lieutenant-General Burgoyne had taken poſſeſſion of the redoubts the night before. Here they found all the buildings in flames; the craft and large boats which the inſurgents could not drag up the rapids of Chamblé, together with ſome proviſions, being alſo burnt. Brigadier-General Fraſer, with the corps under his command, reinforced by a large body of Canadians, ſoon after joined the army, and encamped at St. John.

By far the moſt fatiguing and difficult part of the campaign

at

at this time commenced; the object of which was, to obtain a naval ſuperiority over the rebels on the Lake Champlain, which was now to become the ſcene of conteſt. With this view, the frames of ſeveral veſſels had been prepared in England, and embarked in the ſhips which were ſent this ſeaſon to Canada. A conſiderable detachment of ſeamen, from his Majeſty's ſhips and tranſports in the river St. Lawrence, now joined the army.* By their united labours, in twenty-eight days, a ſhip called the Inflexible was reconſtructed at St. John's. She mounted eighteen twelve pounders, and was the largeſt veſſel that had appeared on Lake Champlain. In the ſhort ſpace of ſix weeks there were built, or reconſtructed, a fleet of upwards of thirty fighting veſſels of different kinds and ſizes, all of them carrying cannon. In addition to theſe, thirty long boats, a gondola weighing thirty tons, all the flat-bottomed boats, and about four hundred batteaux, were to be tranſported over land, and dragged up the rapids of St. Thereſa and St. John's; all of which was accompliſhed with aſtoniſhing vigour and perſeverance.

To give an adequate idea of theſe difficulties, and of the merit of the exertions which ſurmounted them, the following extract is taken from Captain Douglas's letter on this occaſion to the Secretary of the Admiralty. "His Excellency the Commander in Chief of the army, and the other Generals, are "of opinion, that the ſailors of his Majeſty's ſhips and "tranſports have, (far beyond the uſual limits of their duty) "exerted themſelves to the utmoſt on this great and toilſome "occaſion; nor has a man of that profeſſion uttered a ſingle "word expreſſive of diſcontent, amidſt all the hardſhips they "have undergone, ſo truly patriotic are the motives by which "they are actuated. To crown the whole, above two hundred "prime ſeamen of the tranſports, impelled by a due ſenſe of "their country's wrongs, did moſt generouſly engage themſelves to ſerve in our armed veſſels during the expedition, "and

* See Note 37.

" and embarked accordingly. Such have been our unremitting " toils," &c.

The utmoſt diligence having been uſed in the equipment of this fleet, and the command of it given to Captain Thomas Pringle of the Lord Howe armed ſhip,* it proceeded from its ſtation near the Iſle aux Noix, and entered Lake Champlain. The Commodore was on board of the Maria, accompanied by General Carleton; who left the command of the army, then encamped at and near St. John's, to Lieutenant-General Burgoyne, with orders to be ready to embark in the batteaux, as ſoon as he ſhould deem ſuch a ſtep proper. Every thing being in readineſs, the fleet ſailed in queſt of that of the enemy, which was commanded by General Arnold, and on the 11th of October came up with them, lying at anchor under the iſland of Valcour, and formed in a ſtrong line, extending from the iſland to the weſt ſide of the continent.† The wind was ſo unfavourable, that for a conſiderable time, the gun-boats only could be brought into action. The Carleton ſchooner, commanded by Lieutenant Dacres, by much perſeverance at laſt got to their aſſiſtance, and for ſeveral hours gave and ſuſtained a very warm fire; but the impracticability of bringing any more of the fleet into action, induced Captain Pringle, with General Carleton's approbation, to order off the gun-boats and ſchooner; the ſuperiority of the enemy's force oppoſed to them only, being ſo very great, that no advantage could poſſibly be gained by continuing the cannonade. Captain Pringle brought the whole of his fleet to anchor, in a line as near to that of the rebels as he poſſibly could, in order to cut off their retreat; but the extreme darkneſs of the enſuing night, enabled them to ſlip paſt him unperceived: and at day-break on the 12th, they had got a conſiderable way up the Lake. Captain Pringle immediately made the ſignal for the fleet under his command to weigh anchor, and purſue them. On the 13th in the morning, the rebel fleet, conſiſting of eleven ſail, were again diſcovered, making for Crown Point. After a chace of ſeven hours, the

* See Note 38. † See Note 39.

Maria, leaving the Carleton and Inflexible a ſmall diſtance aſtern, came up with them about twelve o'clock; and though the remainder of the fleet was ſcarcely in ſight, immediately attacked them with the greateſt vigour. The action laſted two hours; when five gondolas and the Congreſs galley, in which was General Arnold, ran aſhore. The Waſhington galley, with Brigadier-General Waterton, their ſecond in command, had a little before ſtruck her colours. The inſurgents veſſels which had run aſhore were immediately abandoned, and blown up by the rebels; in doing which, they were greatly favoured by the wind blowing off ſhore, and by the narrowneſs of the Lake. The remainder of their fleet eſcaped to Crown Point, and from that got to Ticonderago. In the action of the 11th, the Royal Savage ſchooner, of twelve guns, which was the largeſt veſſel the rebels had on the Lake, received ſo much damage, that they were obliged to burn her, and one of their gondolas was ſunk. On the 12th, another of them was taken. In both actions, their loſs of men was very conſiderable: but the number of killed and wounded in his Majeſty's fleet did not exceed forty. Both the General and Commodore were very highly pleaſed with the behaviour of the officers and men upon this ſervice; and Lieutenant Dacres, who ſo much diſtinguiſhed himſelf on the 11th, was made the bearer of both their diſpatches to Government. He was moſt graciouſly received by the King, who ordered him a handſome preſent, and directed that he ſhould be promoted to the rank of Maſter and Commander.

Immediately after this victory, General Carleton ſent orders to General Burgoyne to embark the troops, and follow him up the Lake to Crown Point; but the inſurgents, as ſoon as they received information of the diſaſter that had befallen their fleet, had abandoned the place, after ſetting fire to their works and houſes there, and retreated with all their forces to Ticonderago. Conſidering this place as of vaſt importance to their future operations, they had beſtowed much pains in fortifying it; erected a wooden bridge acroſs the very narrow part of the Lake, from the fort to a ſtrong redoubt, defended by cannon

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on Mount Independence and for the protection of the bridge laid, at a little diſtance from it, a chain and boom. Here did they bring the remnant of their ſhattered fleet; and here did they exert their utmoſt efforts to reſtore their naval ſtrength, in hopes of once more obtaining a ſuperiority over the Britiſh on the Lake, and thereby preventing the approach of his Majeſty's forces in the next campaign.

General Carleton, finding that the ſeaſon of the year was too far advanced to undertake any new operation, contented himſelf with what he had done, and recroſſed the Lake with the fleet and army to Canada, in order to prepare all matters for an early proſecution of hoſtilities in the following year.*

A very gallant exploit, in this part of America, was rendered ſtill more conſpicuous by the extraordinary conduct of Congreſs. Captain George Forſter of the 8th regiment of foot, of which he had a detachment conſiſting of about fifty men under his command, had collected a number of loyal Canadians and Indians, and proceeded down the river St. Lawrence: with theſe he unexpectedly appeared, on the 19th of May, before a ſmall fort at a place called the Cedars, forty-five miles above Montreal. In this place the rebels had a garriſon of three hundred and ninety men, and two pieces of cannon, under the command of a Major Butterfield. Theſe he obliged to ſurrender at diſcretion. Captain Forſter, at the hazard of his own life, ſaved from the fury of the Indians the lives of the priſoners. Proviſions being ſcarce, and having many additional people to maintain, he was obliged to put the whole on ſhort allowance. This very much enraged the Indians, who inſiſted on putting the priſoners to death; but happily the Captain, by his entreaties, was able to prevent them from perpetrating ſo barbarous a deed. The day after the fort had ſurrendered, intelligence was brought that a large party of the enemy, under a Major Sherburn, were coming to its relief; on which the Canadians, under Meſſrs. Lorimer and Montigny, and the Indians, ſallied forth, attacked, and after ſome firing, defeated them. About twenty of the rebels were killed and wounded:

* See Note 42.

and the reſt were obliged to ſurrender. Before the priſoners came into the fort, the Indians had taken a great deal of their wearing apparel from them: but as ſoon as they were delivered over to Captain Forſter, he protected them from all farther violence. General Arnold, after he was forced to return to Montreal from Quebec, ſet out with a detachment of eight hundred men for the Cedars, in order to reſcue the rebel troops who were priſoners there; but he met with ſo many difficulties in his march, that before he had got half way he was glad to return. He afterwards entered into a cartel for the exchange of priſoners with Captain Forſter, on the good faith of which their people were ſent to him; but this agreement Congreſs refuſed to ratify, on the frivolous and unjuſt pretext, that their ſoldiers had been ſtripped almoſt naked and ill-uſed by the Indians, after the fort had ſurrendered. For this diſhonourable conduct, they met with juſt and general cenſure.

His Majeſty was highly pleaſed with the conduct both of his ſea and land officers in this part of North America. General Carleton (now Lord Dorcheſter) was honoured with the Order of the Bath; Captain John Hamilton of the Lizard, and Captain Charles Douglas of the Iſis, were created Baronets of Great Britain; Captains Mackenzie and Pringle were made Poſt-Captains: and the crews of his Majeſty's ſhip Iſis and the other ſhips, who had exerted themſelves to carry them forward through the oppoſing fields of ice to the relief of the city of Quebec, were allowed double pay from the time they left England to the raiſing of the ſiege of that city.

Whilſt theſe tranſactions were paſſing in Canada, and the more northern parts of America, other operations were going forward in the ſouthern provinces, which have an equal claim to attention. It has been obſerved, that in January, General Howe had detached Major-General Clinton, with a few companies of grenadiers and light-infantry, from Boſton. The General embarked in the Mercury frigate, commanded by Captain Græme, and the troops in tranſports. They ſailed from Boſton, and came to anchor at Sandy Hook; where General

neral Clinton had an interview with Governor Tryon of New York, and other friends of the King, who had been obliged to take ſhelter in veſſels, and to ſeek the protection of his Majeſty's ſhips ſtationed there. After learning the ſituation of New York and the adjoining provinces, the General once more proceeded to ſea and ſteered for Hampton in Virginia, where he met with the Earl of Dunmore, with whom he held ſeveral conferences. He then ſailed for Cape Fear in North Carolina; where, about the middle of April, he was joined by Major-General Earl Cornwallis, with the troops under his command from England, which had been eſcorted by a ſquadron under the command of Commodore Sir Peter Parker.* Here General Clinton took the command of the land-forces. During his ſtay at this place, he diſembarked the troops ſeveral times, and after allowing them to remain ſome days aſhore, re-embarked them. This was done both to relieve the men from cloſe confinement at ſea, and to obtain freſh proviſions, of which they got a plentiful ſupply in their different excurſions into the country. The commanders of this armament were inſtructed, if they ſaw that it could be done with any probability of ſucceſs, to make an attack on ſome of the revolted provinces to the ſouthward, in hopes of favouring the operations of the Commander in Chief, by obliging the rebels to detach a great part of their forces to oppoſe them. With this view, as Charleſtown, the capital of the province of South Carolina, was conſidered as of very great importance to the inſurgents, and as they had received no orders from Admiral Shuldham or General Howe, either to form a junction with the forces under their immediate command, or to direct their attention to ſome other object, they reſolved to attack that place.

The armament accordingly ſailed from Cape Fear the 1ſt of June, and anchored off Charleſtown bar on the 4th. The two following days were employed in ſounding, and laying down buoys preparatory to the forcing their way into the harbour. On the 7th, all the frigates, and moſt of the tranſports, got

* See Note 41.

over the bar into Five fathom hole. On the 9th, General Clinton, with about five hundred men, landed on Long Iſland; and on the 10th, the Briſtol of fifty guns, with ſome difficulty got over the bar, and joined the frigates.

By the 15th, all the troops were diſembarked and encamped: and meaſures were concerted for making a conjunct attack. The rebels, who appeared in great numbers, were daily augmenting their works, on which they mounted a great many cannon: and the Congreſs, ſuſpecting that Charleſtown might be the object of General Clinton's expedition, ſent Major-General Lee in great haſte to take command of their troops in that diſtrict.

It had been repreſented to General Clinton and Sir Peter Parker, that the fortreſs which was erected on Sullivan's iſland, and which in a great meaſure defended the entrance of the harbour of Charleſtown, was in an imperfect and unfiniſhed ſtate; and it was therefore reſolved, that their operations ſhould commence with an attack upon it, the ſquadron battering it from the ſea, while the army at the ſame time ſhould endeavour to get behind it on the land-ſide, and endeavour to carry it by ſtorm. For this purpoſe it was intended, that the troops ſhould ford the paſſage which ſeparates Sullivan's from Long Iſland, the depth of which had been ſounded, and according to report did not exceed eighteen inches at low water. But when this ſervice came to be attempted, it was found either that the report of the ſhallowneſs of the ford was erroneous, or that the attack was made at an improper time of the tide; for when the troops were ready to march to ſecond the operations of the ſquadron, the paſſage was covered by ſeven feet of water, and altogether impracticable.* The 23d was firſt fixed upon for the attack; but the wind proving unfavourable prevented it. On the 25th, the Experiment of fifty guns, Captain Scott, arrived,

* A writer who, about this time, under the ſignature of Candid, inſerted in the public papers an account of Charleſtown harbour, ſaid, that the depth of water between Long Iſland and Sullivan's Iſland, is very much influenced by the direction in which the wind happens to blow.

rived, and was got over the bar; and in conſequence of this acceſſion of ſtrength, the Commodore altered the arrangement of his ſquadron.†

The weather proving favourable on the 28th, Sir Peter Parker, at half an hour after nine in the morning, acquainted General Clinton by ſignal, that he was to proceed to the attack: and at half an hour after ten, he made the ſignal for the ſquadron to weigh anchor. At a quarter before eleven, the Briſtol, Experiment, Active, and Solebay, brought up againſt Fort Sullivan, the Thunder bomb, covered by the Friendſhip armed veſſel, and brought the ſalient-angle of the north-eaſt baſtion of the fort to bear N. W. by N. The Sphynx, Acteon, and Syren, were ordered to be placed to the weſtward, to prevent fire-ſhips and other veſſels from annoying the ſhips engaged abreaſt of the fort, to enfilade the works of the inſurgents as much as poſſible, and to cut off their retreat, if they ſhould abandon them: unfortunately theſe frigates were not brought to their proper ſtations; owing to the ignorance of the pilot, the ſhips ran foul of each other, and by this means got on ſhore on a ſand called the Middle-ground. The Sphynx diſengaged herſelf by cutting away her bowſprit; and as it was not yet flood tide, ſhe and the Syren were warped off. All endeavours to get the Acteon afloat proving ineffectual, her Captain and officers the next morning judged it expedient to ſet the ſhip on fire, to prevent her from falling into the hands of the rebels.

The attack began by the Thunder bomb throwing ſome ſhells at the fort, as the ſquadron were advancing againſt it, but ſhe was unluckily placed at too great a diſtance to be of any ſervice. This was ſoon perceived by Colonel James of the artillery, who remained on board of her during the whole time of the action; and he endeavoured to remedy this defect, by ordering an additional quantity of powder to each mortar. By theſe means a few ſhells reached the fort; but the recoil of the mortars was

† See Note 42.

ſo much increaſed, that their beds broke down, and the veſſel became uſeleſs for the reſt of the day.

The inſurgents on this occaſion behaved remarkably well, reſerving their fire until the ſhips were within point-blank ſhot, when they began a ſteady and unremitting cannonade, with an aim too fatal in its effects. The fire from the ſquadron was well kept up, and oftener than once that of the rebels appeared to ſlacken, as if their works had been abandoned. But as the King's troops were prevented from advancing by the impracticability of the ford, the enemy reinforced the garriſon, and the fire from the fort was renewed with freſh vigour. Never was greater bravery ſhown than the ſquadron diſplayed on this occaſion. In the beginning of the action, not a man on the Briſtol's quarter-deck eſcaped being killed or wounded. Lord William Campbell, his Majeſty's Governor of South Carolina, went a volunteer with the Commodore in the Briſtol to the attack, ſuperintended the direction of ſome guns on the lower deck, and, together with Sir Peter Parker, Captain Morris, Lieutenants Caulfield, Molloy, and Nugent, and the reſt of the officers and men, diſplayed great courage in the action. The ſhips, after lying nine hours and forty minutes before Fort Sullivan, were ordered off by the Commodore, all of them much ſhattered. The Briſtol had her main-top-maſt and mizen-maſt ſhot away, forty men killed, and ſeventy-one wounded: Captain Morris had his right arm ſhot off, and was otherwiſe ſo much wounded, that he died a few days afterwards. The Experiment had twenty-three men killed, and fifty-ſix wounded; among the latter was her commander, Captain Scott, who had his right arm ſhot off, and with great difficulty recovered. In the Active, Lieutenant Pike was killed, and ſix men wounded: the Solebay had eight men wounded. The Commodore, on this occaſion, received a ſtrong teſtimony of the ſpirit and loyalty of the maſters and ſeamen of his Majeſty's tranſports, which deſerves to be remembered, and to their honour it is thus mentioned, in Sir Peter Parker's public letter to the Secretary of the Admiralty. "I cannot conclude this

"letter

" letter without remarking, that when it was known that we " had many men too weak to come to quarters, almoſt all the " ſeamen belonging to the tranſports offered their ſervice with " a truly Britiſh ſpirit, and a juſt ſenſe of the cauſe we were " engaged in. I accepted of upwards of fifty to ſupply the " place of our ſick. The maſters of many of the tranſports " attended with their boats; but particular thanks are due to " Mr. Chambers, the Maſter of the Mercury."

Captain Hope, of the Friendſhip armed veſſel, was ſent home with the Commodore's diſpatches, in token of his approbation of the courage and abilities he had ſhewn on the day of action. Captain Reid and Lieutenant Caulfield were made Poſt-Captains; and Lieutenants Molloy and Nugent, Maſters and Commanders. As ſoon as circumſtances would admit of it, the army was re-embarked: and orders arriving from the Commanders in Chief for the armament to return to the northward with all poſſible diſpatch, the whole put to ſea, and arrived on the 14th of Auguſt at Sandy Hook, near New York.

At the time when General Howe evacuated Boſton, reinforcements of troops, and a ſupply of proviſions and ſtores, were daily expected to arrive from Europe for the uſe of the King's fleet and army. This occaſioned a ſquadron to be left in Nantaſket road, under the command of Captain Banks of his Majeſty's ſhip Renown, with orders to block up the port of Boſton, to intercept all ſupplies intended for it, and to direct all ſhips or veſſels deſtined for the Britiſh fleet and army, to ſteer for the port of Halifax in Nova Scotia. Captain Banks remained on that ſtation unmoleſted until the 14th of June, when General Waſhington carried into effect the meaſures he had planned for diſlodging this ſquadron. With great aſſiduity he had erected batteries of heavy cannon on Point Alderton, and on ſeveral iſlands which commanded the road, and had even brought a thirteen inch mortar to bear upon the ſhips. Early in the morning a very briſk fire opened on the ſquadron, and ſeveral ſhells fell very near the ſhips. Captain Banks returned the fire for ſeveral hours; but finding it impoſſible to diſlodge

diſlodge the rebels, he made the ſignal to weigh anchor, and ſtood out to ſea.

This was a great point gained by the enemy, and they ſoon reaped much benefit from it. The weather proving ſo tempeſtuous, that Captain Banks's little ſquadron could not remain conſtantly cruizing before the port of Boſton, in its abſence ſwarms of the enemy's privateers put to ſea, and made many valuable captures. Among theſe were ſeveral tranſports with troops and ſtores, particularly one having on board Lieutenant-Colonel Archibald Campbell and Major Menzies, with two companies of General Fraſer's new raiſed regiment of Highlanders. Uninformed of the evacuation of Boſton, they ſteered for that place, and arrived off it on the 16th of June. The next day, when very near the harbour, the tranſport was ſurrounded by ſeveral armed ſhips of the rebels, and a deſperate engagement enſued, in which Major Menzies and eight ſoldiers were killed, and fourteen ſoldiers wounded. Their ammunition being nearly expended, and ſeeing no poſſibility of eſcaping, they were obliged to ſtrike. Major Menzies was interred at Boſton with military honours. At this time, no cartel was eſtabliſhed for the exchange of priſoners, by which means the officers and men remained long in captivity; and ſeveral of the officers, particularly Colonel Campbell, had reaſon to complain of the unparalleled ſeverity with which they were treated.

General Howe and Admiral Shuldham having got every thing in readineſs, ſailed with the fleet and army from Halifax on the 12th of June, and arrived on the 29th at Sandy Hook. On the 3d of July, the fleet moved up to the Narrows, the grenadiers and the light-infantry, under cover of the frigates and ſloops of war, were diſembarked in the greateſt order on Staten Iſland, and effected their landing without oppoſition. Such of the rebel troops as had been poſted on this iſland, fled with the greateſt precipitation on the approach of the King's ſhips. The remainder of the army were landed in the courſe of the day, and the whole were diſtributed in cantonments,

ments, where they found the beſt refreſhments. The head-quarters were at Richmond. Captain Raynor of his Majeſty's ſhip Chatham, aſſiſted by Captain Curtis of the Senegal ſloop, made the diſpoſition of boats for landing the troops in the moſt maſterly manner, and much to the ſatisfaction of General Howe. As the rebels were ſtrongly poſted and in great force, both on Long Iſland and at New York, having upwards of a hundred cannon for defending the town towards the ſea, and for preventing ſhips from entering the North River; the Commander in Chief reſolved to remain in his preſent poſition, and not to commence his operations againſt them, until he ſhould be joined by General Clinton with the troops under his command, and by the reinforcements expected from England.

Lord Viſcount Howe having hoiſted his flag on board the Eagle of ſixty-four guns, ſailed from Spithead on the 12th of May, and arrived off the coaſt of Maſſachuſet's Bay about the middle of June. Learning that his brother General Howe had left Boſton and gone to Halifax, he immediately bent his courſe thither, and got off that port on the 22d: but being informed that the fleet and army had left that place, he haſtened to follow them. That the pacific intentions of Government might early be known in America, his Lordſhip, while on his voyage, drew up a Declaration, in his public capacity as one of his Majeſty's Commiſſioners for reſtoring Peace to the revolted Colonies, which was dated the 20th of June, off the coaſt of Maſſachuſet's Bay, and which he forwarded, with circular letters, to his Majeſty's Governors of the different provinces, not having then heard of the events which had compelled them to abandon their governments. The circular letters and the declaration were afterwards publiſhed by Congreſs, (July 10) with their comments upon their nature, and the ſuſpicions they entertained of the intention of his Majeſty's Miniſters by this meaſure.

Lord Howe arrived at Staten Iſland on the 12th of July, and aſſumed the command of the fleet on the American ſtation. On the 15th, a flag of truce was ſent, with letters from his Majeſty's

Majeſty's Commiſſioners, to General Waſhington at New York. The officer who carried the letters was received with great politeneſs; but the letters were returned, as they were not addreſſed to Mr. Waſhington in his public capacity, of General and Commander in Chief of the Armies of the United American States.

On the 12th of Auguſt, Commodore Hotham in the Preſton of fifty guns, accompanied by ſome frigates, arrived at Sandy Hook, having under his eſcort the tranſports with foot guards and Heſſians, alſo the camp equipage for the army; the troops were in exceeding good health: and on the 14th, Commodore Sir Peter Parker and Lieutenant-General Clinton, with the armament under their command, arrived from the ſouthward.* General Howe was now enabled to begin his operations, and to act upon the offenſive againſt the enemy, and he made his arrangements accordingly.†

While every thing was preparing for making a deſcent on Long Iſland, Lord Viſcount Howe, on the 15th, detached Captain Hyde Parker, in the Phœnix of forty-four guns, accompanied by the Roſe of twenty guns, Captain Wallace, and by the Tryal ſchooner, Lieutenant Brown, up the North River, to take a view of the enemy's works on that ſide. This ſervice he performed much to the ſatisfaction of his Lordſhip, having gone up as far as Tarytown, which is twenty-five miles from New York, and availing himſelf of a freſh eaſterly wind, rejoined the fleet on the 19th, with the ſhips under his command. As the ſhips paſſed and repaſſed, the enemy's batteries kept up a heavy cannonade upon them, but without any material effect.

General Howe having ſignified to the Admiral, that it was his intention to make a deſcent in Graveſend Bay on Long Iſland, on the morning of the 22d, the neceſſary diſpoſitions of the fleet were made, and ſeventy-five flat-boats, with eleven batteaux and two gallies, (built for this ſervice,) were prepared for landing the troops.

Lord

* See Note 43. † See Note 44.

Lord Howe delegated the direction and ſuperintendence of the embarkation of the army from Staten Iſland, and of the intended deſcent, entirely to Commodore Hotham, who conducted this arduous ſervice with the greateſt diſpatch and good conduct. In the afternoon of the 21ſt of Auguſt, the troops which were to compoſe the ſecond and third debarkations were put on board tranſports, ſent up from the Hook to Staten Iſland for that purpoſe. Early in the morning of the 22d, the Phœnix, Roſe, and Greyhound frigates, commanded by Captains Parker, Wallace, and Dickſon, together with the Thunder and Carcaſs bombs, under the direction of Colonel James, were placed in Graveſend Bay, to cover the landing of the army.

The flat-boats, gallies, and three batteaux, manned from the ſhips of war, were formed into nine diviſions, commanded reſpectively by Captains Vandeput, Maſſon, Curtis, Caldwell, Phipps, Caulfield, Uppleby, and Duncan, and Lieutenant Reeve of the Eagle. The reſt of the batteaux, making a tenth diviſion, manned from the tranſports, were under the conduct of Lieutenant Briſtow, an aſſiſtant agent of tranſports.

As ſoon as the covering ſhips had taken their reſpective ſtations, the firſt embarkation of the troops from Staten Iſland commenced. This, conſiſting of the light-infantry and the reſerve, both forming a body of four thouſand men, and under the command of Lieutenant-General Clinton, made good their landing without oppoſition. The tranſports with the brigades which compoſed the ſecond debarkation, conſiſting of about five thouſand men, moved at a little diſtance after the flat-boats, gallies, and batteaux, and by eight o'clock were ranged on the outſide the covering ſhips. As ſoon as the flat-boats returned from the ſhore, their debarkation commenced, and was ſo expeditiouſly effected, that they might have ſupported the firſt diviſion, if the inſurgents had made any attack upon them. The tranſports with the remainder of the troops, followed the former in proper ſucceſſion: and ſuch was the activity of Commodore Hotham, the officers and men under his command, in

which

which they were well ſeconded by the exertions of Captain Bourmaſter, and the other agents of tranſports, that before noon fifteen thouſand men, and forty pieces of cannon, were landed on Long Iſland.

The rebels had only ſmall parties on this part of the coaſt, who, upon the approach of the boats with the King's forces, retired to the woody heights, commanding a principal paſs on the road from Flat-buſh to their works at Brooklyne. As ſoon as the army was landed, General Howe detached Major-General Earl Cornwallis to Flat-buſh, with two battalions of light-infantry and Colonel Donop's corps, attended by ſix field-pieces: he had inſtructions not to riſk an attack upon the paſs, if he ſhould find it occupied. This proving to be the caſe, his Lordſhip took poſt in the village. By the poſition of the army, it extended from the Narrows, through Utrecht and Graveſend, to the village of Flat-land.

On the 25th, General Howe ordered Lieutenant-General de Heiſter, with two brigades of Heſſians from Staten Iſland, to join the army; leaving one brigade of his troops, a detachment of the fourteenth regiment of foot from Virginia, and ſome convaleſcents and recruits, under the command of Lieutenant-Colonel Dalrymple, for the ſecurity of that iſland.

On the 26th, the General having ſignified to the Admiral, his intention of advancing that night with the army towards the enemy's lines, expreſſed his wiſh that ſome diverſion to favour this movement might be attempted by the fleet: on which, Lord Howe gave orders to Sir Peter Parker to take five ſhips under his command, and proceed with them towards the city of New York. In the mean time, Lieutenant-General de Heiſter took poſt at Flat-buſh; and in the evening Earl Cornwallis, with the Britiſh, drew off to Flat-land. About nine o'clock the ſame night, the van of the army, commanded by Lieutenant-General Clinton, conſiſting of the light dragoons, the brigade of light-infantry, the reſerve, under Earl Cornwallis, (excepting the forty-ſecond regiment, which was poſted to the left of the Heſſians) the firſt brigade, and the

the ſeventy-firſt regiment, with fourteen field-pieces, began to move from Flat-land acroſs the country through the new lots, to ſeize a paſs in the heights, extending from eaſt to weſt along the middle of the iſland, and about three miles from Bedford, on the road to Jamaica, in order to turn the enemy's left, poſted at Flat-buſh.

General Clinton arrived within half a mile of the paſs about two hours before day-break on the 27th, halted, and ſettled his diſpoſition for the attack. One of his patrols falling in with a patrol of the enemy's officers, took them priſoners: and the General learning from their information, that the rebels had not occupied the paſs, detached a battalion of light-infantry to ſecure it; and advancing with his corps upon the firſt appearance of day, poſſeſſed himſelf of the heights, with ſuch a diſpoſition as muſt have enſured ſucceſs, even if he had found the inſurgents in force to oppoſe him.

The main body of the army, conſiſting of the guards, the ſecond, third, and fifth brigades, with ten field-pieces, was led by Earl Percy, marched ſoon after General Clinton, and halted an hour before day in the rear of his corps. The country being very cloſe, did not admit of two columns marching abreaſt, therefore, Earl Percy's column was followed by the forty-ninth regiment, with four medium twelve pounders; and the baggage with a ſeparate guard cloſed the rear.

As ſoon as theſe corps had paſſed the heights, General Howe ordered them to halt a little, that the ſoldiers might take ſome refreſhment. Having done this, they continued their march, and about half paſt eight o'clock arrived at Bedford, in the rear of the enemy's left. The attack was immediately begun by the light-infantry and light dragoons, on large bodies of the rebels provided with cannon, who, having diſcovered the march of the army, were ſeen quitting the woody heights before mentioned, in order to return to their lines. Theſe were now driven back, and the army continuing to preſs on to gain the enemy's rear, the grenadiers and 33d regiment being in front of the column, ſoon got within muſquet-ſhot of the lines which the rebels

rebels had thrown up at Brooklyne. Diſregarding a warm fire of cannon and ſmall arms from the enemy's lines, theſe corps continued eagerly to purſue great numbers of them who were precipitately retiring from the heights, until they found themſelves cloſe to the principal redoubt of the rebels. This they immediately prepared to aſſault, but were prevented by General Howe, who repeatedly ſent them orders to draw off, with which orders they reluctantly complied.

Lieutenant-General de Heiſter began ſoon after day-break to cannonade the enemy in his front; and upon the approach of the right of the King's army, he ordered Colonel Donop's corps to advance and attack the rebels poſted on the hill. In this attack, he ſupported them at the head of his brigades. The light-infantry having been reinforced, about the ſame time, by a conſiderable detachment from the foot guards, who had joined them with the greateſt alacrity, had taken three pieces of cannon, and were warmly engaged with very ſuperior numbers in the woods. But on the approach of the Heſſians, the rebels every where give way, and were completely routed in that quarter.

On the left, General Howe placed Major-General Grant, with the fourth and ſixth brigades, the 42d regiment, and two companies of the New York provincials;* with orders to advance along the coaſt, with ten pieces of cannon, to draw the enemy's attention to that ſide, and to make them leſs on their guard to the left of their own army, againſt which the principal attack was deſigned. About midnight he fell in with their advanced parties; and at day-break on the 27th, he met a large corps with cannon, very advantageouſly poſted. With theſe he had ſome ſkirmiſhing and cannonading for ſome hours, until the firing at Brooklyne gave the rebels to underſtand, that their left had been turned and forced. Dreading that their right might thus be cut off, with a view of ſecuring it, they made a movement acroſs a ſwamp and creek that covered the right of their works; but being met in their way by the ſecond

* Raiſed by Governor Tryon in the ſpring.

ſecond battalion of Britiſh grenadiers, which was preſently ſupported by the ſeventy-firſt regiment, and the left of General Grant's corps coming up at the ſame time, they ſuſtained great loſs. In hopes of making their eſcape, many of them plunged into the moraſs, where ſeveral were ſuffocated or drowned. Early in the morning, Sir Peter Parker, having under his command the Aſia, Renown, Preſton, Roebuck, and Repulſe, attempted to work up towards New York; but the wind having veered to the northward ſoon after day-break, they could not proceed ſo far as was intended. The Roebuck only, which was the leading ſhip, was ſo far advanced that, on perceiving that the corps under Major-General Grant was engaged with the rebels, ſhe was barely able to exchange a few random ſhot with their battery on Red Hook. Higher it was impoſſible for the ſhips to fetch; and the tide of ebb ſoon after ſetting ſtrongly down the river, they were obliged to come to an anchor.

General Putnam commanded the rebel troops on Long Iſland. The force he detached, from his lines at Brooklyne, was computed to be about ten thouſand men. Theſe he put under the command of Major-General Sullivan, and Brigadier-Generals Lord Stirling and Udell, who were all three made priſoners in this action. The loſs which the rebels ſuſtained in killed, wounded, and drowned, was upwards of two thouſand men. The priſoners taken from them, in the courſe of the day, amounted to nine hundred and ninety-ſeven men, of which nine officers and fifty-eight privates were wounded. They alſo loſt five field-pieces and one howitzer. On the part of the King's troops, five officers and fifty-ſix men were killed, and twelve officers and two hundred and forty-five men were wounded.* The Honourable Lieutenant-Colonel Monckton was the only field-officer wounded. He was ſhot through the body, but ſoon recovered. General Howe was highly pleaſed with the conduct of the officers and men under his command.

* See Note 45.

Notwithſtanding this diſcomfiture, the ſpirit of the rebels was not broken; and no deſerters came over, to give the Britiſh General intelligence of their ſituation or intentions. General Waſhington either was in the lines at Brooklyne when his troops were forced from the adjoining heights, or came there ſoon after, and gave directions for their retreat from Long Iſland, which they accompliſhed in the night of the 29th, with ſo much prudence and ſecrecy, that they had nearly all reached New York, before their deſign was diſcovered by the Britiſh army.

In the evening of the 27th, General Howe encamped his army in front of the enemy's works; and, on the 28th at night, broke ground at ſix hundred yards diſtance from a redoubt on their left: but he was ſoon eaſed of the trouble of carrying on regular approaches, by the rebels abandoning their intrenchments at Brooklyne and Red Hook the following night. On the night of the 30th, they alſo evacuated Governor's iſland; leaving cannon and ſtores in all their works. With ſuch profound ſilence did they embark at Brooklyne, that their flight was not diſcovered until day-break of the 30th, when the piquets of the King's army took poſſeſſion of their lines, &c. The rear guard of the enemy's army were then in boats croſſing over to New York, and a few ſhots were fired at them before they reached the oppoſite ſhore, which was all the moleſtation they received in their retreat from Long Iſland.

The General and Admiral conſidering the recent ſucceſs of their arms, as affording them a favourable opportunity for acting with effect, in their capacity of Commiſſioners for reſtoring peace to the colonies, now deemed it their indiſpenſible duty to take ſome ſteps for the accompliſhment of ſo deſirable a purpoſe. With this view, they requeſted a conference, by addreſſing letters to the Members of Congreſs in their private capacities, and to ſome gentlemen at Philadelphia, through the means of Major-General Sullivan, who went there upon his parole. The Congreſs, although the Commiſſioners were debarred from treating with them as a public body, agreed to name

name a deputation of their number to hear the propoſitions which they had to offer. This deputation was accordingly appointed, and on the 11th of September waited upon them at Staten Iſland, but without being able to agree upon the preliminary ſtipulations, which the Congreſs thought neceſſary to their acting with ſecurity and deciſion.

As the propoſed accommodation had thus failed, Lord and General Howe concerted meaſures to force the enemy's army from New York. With this view five frigates, viz. the Phœnix, Roebuck, Orpheus, Carysfort, and Roſe, commanded by Captains Parker, Hamond, Fanſhaw, Hudſon, and Wallace, paſſed that town on the evening of the 13th of September, receiving as they paſſed a heavy fire from the enemy, and came to an anchor off Buſhwyck creek, oppoſite to Kipp's bay in the Eaſt River; where it had been determined to endeavour to land the King's troops.

The flat-boats, batteaux, and gallies, were put under the direction of Commodore Hotham, who arranged them in diviſions, and placed under the command of Captains Vandeput, Caldwell, Dickſon, Caulfield, Phipps, and Molloy, and Lieutenant Howorth of the Eagle, aſſiſted by Lieutenants Henry, Parry, Chads, and Briſtow, agents of tranſports. Theſe were manned from the two-decked ſhips and tranſports, and ſent up the river at different times from Staten Iſland. By keeping cloſe to the ſhore of Long Iſland, they paſſed undiſcovered by the enemy on the oppoſite ſide. Nor, on this occaſion, ſhould the very great merit of ſix maſters of tranſports, viz. Robert Roughead, Richard Fowler, John Randall, Thomas Brown, —— Chambers, and —— Stuart, be forgotten. They voluntarily offered to conduct the ſhips they commanded wherever Lord Howe might direct. Their offer was accepted, and they were ſent up the Eaſt River on the 14th, under the direction of Lieutenants Knowles and Laird, agents of tranſports. Their veſſels were appointed to take on board a number of troops from Buſhwyck, who might be at hand to give timely ſupport to the diviſion of troops who ſhould make good their

landing, and who were to be embarked, for that purpoſe, in flat-boats at Newtown creek.

To draw the attention of the enemy as much as poſſible from the real object of attack, Lord Howe, at the deſire of the General, ſent another detachment from the fleet up the North River, viz. the Renown, Repulſe, and Pearl, under the command of Captain Banks. They paſſed the enemy's batteries on the 15th, and anchored off Bloomingdale, about ſix miles above the town of New York. The night following, the rebels ſent four fire veſſels ſucceſſively againſt them; but with no other effect than obliging the Renown and Pearl to ſhift their ſtations.

When the enemy abandoned their lines at Brooklyne, and retreated from Long Iſland, General Howe moved the King's army from Bedford, leaving General de Heiſter, with two brigades of Heſſians, encamped upon the heights of Brooklyne, and one brigade of Britiſh at Bedford, and took five poſitions in the neighbourhood of Newtown, Buſhwyck, Hellgate, and Fluſhing. At the ſame time, he took poſſeſſion of Montreſor and Buchanan iſlands; on which he erected batteries againſt thoſe of the enemy at Horen's Hook, which commanded the paſſage at Hellgate. The General endeavoured by all his motions, to prepoſſeſs the enemy with a belief that he intended to make his deſcent at Stuyveſant's cove, Horen's Hook, and Harlem: and they accordingly paid their greateſt attention to thoſe places. They had alſo a body of troops poſted in the works which they had erected round Kipp's bay, which they regarded only as a ſecondary object.

The pilots, on account of the ſtrength of the tides, declined to take charge of the covering ſhips of war that were to be placed towards Hellgate, in order to draw the attention of the enemy to that part of the coaſt. All the five* were therefore, on the morning of the 15th, placed in Kipp's bay, where they began an inceſſant and well-directed fire againſt the works in the bay, which they compelled the inſurgents to abandon. At the ſame

* The Phœnix, Roebuck, Orpheus, Carysfort, and Roſe.

ſame time, the firſt diviſion of the army, conſiſting of the light-infantry, the Britiſh reſerve, and the Heſſian grenadiers and chaſſeurs, under the command of Lieutenant-General Clinton, having with him Lieutenant-General Earl Cornwallis, Major-General Vaughan, Brigadier-General Leſlie, and Colonel Donop, embarked at the head of Newtown creek, on board of the flat-boats. Conducted by Commodore Hotham, and the navy Captains acting under him, they proceeded down the creek to Kipp's bay; where, under cover of a briſk fire from the frigates, they made good their landing about noon, without oppoſition from the enemy. General Clinton immediately took poſt with the troops under his command, on the heights of Inclenberg: in doing of which, Major-General Vaughan was wounded in the thigh by a random ſhot. The Heſſians were ordered to move towards New York, and in executing that order, fell in with a body of the rebels, retiring from Stuyveſant's cove. Some firing enſued, by which the enemy had a Brigadier-General, ſome other officers, and ſeveral men killed and wounded; with the loſs of four men killed, and eight wounded, on the part of the Heſſians.

As ſoon as the ſecond debarkation had joined the firſt, General Howe ordered the whole to move forward, and attack a ſtrong corps of the rebels poſted on an eminence, about three miles from Inclenberg towards Kingſbridge, having M'Gowan's paſs in the rear. When they ſaw the King's troops advancing, they retired to the main body of their army on Morris's heights, where General Waſhington had taken poſt, and was in great force, having at leaſt eighteen thouſand men with him; ſix thouſand of which had been employed at the ſeveral bays on Eaſt River, to oppoſe a deſcent on that part of the coaſt. Beſides theſe, the inſurgents had at leaſt four thouſand men in New York, under General Putnam; who being apprized of the danger he run of having his retreat cut off, prudently determined to evacuate the town with all poſſible ſecrecy and expedition. Having accordingly obtained guides on whom he could depend, he put his garriſon in motion as ſoon as the day

cloſed; and by the route in which he was conducted, he avoided all the poſts of the King's army, and joined General Waſhington before day-break the next morning. As ſoon as it was known that the enemy had abandoned New York, Major-General Robertſon, with a brigade of infantry, was detached by the Commander in Chief to take poſſeſſion of it. The poſition of the royal army on the night of the 15th, had its right to Horen's Hook, and its left at the North River, near to Bloomingdale. The rebel army occupied the ground, with ſtrong and extenſive works, on each ſide of Kingſbridge, and a redoubt with cannon, on a height on the Jerſey ſide of North River, oppoſite to the Blue Bell.

On the 16th in the morning, a large detachment of the enemy's troops having paſſed under cover of the woods, near to the advanced poſts of the King's army, by way of Vanderwater's height, the ſecond and third battalions of light-infantry, ſupported by the Royal Highlanders, attacked them and drove them back to their intrenchments. General Waſhington having immediately marched a corps of at leaſt three thouſand men to their ſupport, an action commenced; on which General Howe ſent orders to the reſerve, with two field-pieces, a battalion of Heſſian grenadiers, and a company of chaſſeurs, to march to the aſſiſtance of the Britiſh troops and prevent them from being ſurrounded: but the light-infantry and Royal Highlanders, with the aid of the chaſſeurs and field-pieces, had repulſed the enemy with conſiderable loſs, and compelled them to retire within their works. On this occaſion, the enemy was reported to have loſt about three hundred men in killed and wounded; and among the former a Colonel. The King's army had eight officers ſlightly wounded, fourteen men killed, and about ſeventy wounded.

About midnight, between the 20th and 21ſt, ſome unprincipled zealots to the American cauſe, attempted to burn the town of New York. The flames broke out at the ſame time in different parts of the city; matches and combuſtibles were found artfully prepared for the purpoſe; nay, wretches were

detected

detected in the very act of kindling the matches. Some of these were put to death by the enraged troops; and one of them, who escaped from a sentinel, had the audacity to declare, that he would again embrace the first opportunity of setting fire to the place. As the wind blew high, the town must have been totally destroyed, if the conflagration had not been checked in its progress by the extraordinary exertions of Major-General Robertson, with the troops in garrison under his command, and the brigade of guards, who, on this emergency, were detached from the camp. Notwithstanding their utmost efforts to save it, about one-fourth of the city was consumed.

A considerable quantity of artillery and artillery stores were found in and near New York: and the loss sustained by the King's army, from the 14th to the 21st of September, was but small.*

After waiting two days for a favourable wind, on the 24th, Lord Howe sent Captain Hamond in the Roebuck, accompanied by the Emerald and Tartar frigates, and Carcass bomb, against the rebels' post at Paulus Hook, situated on a neck of land on the Jersey side, nearly opposite to New York. On the approach of his Majesty's ships, the enemy abandoned their works and batteries, and a detachment of troops, sent by General Howe to assist in the expedition, immediately landed, and seized them without opposition. The possession of this post was of the greatest importance to the King's forces, as the fleet could now enter the North River, and co-operate with the army, without being annoyed by the enemy's artillery.

On the 8th of October, about four in the morning, the rebels made an attempt to surprize the King's troops stationed on Montresor island, which might be regarded as an out-post to the army. About three hundred and fifty of their men, under a Colonel Jackson, with two field-pieces, came down from Harlem river in five flat-bottomed boats. They were first observed by the Brune frigate, then at anchor off the

* See Note 46.

iſland, which fired very briſkly on them, and ſunk one of their boats full of men. The others made good their landing on the iſland, and attacked the troops poſted there, who conſiſted only of a company of the 71ſt regiment; but they behaved with ſuch courage and firmneſs, that they were quickly repulſed and driven back to their boats. They had a Major Hanley, and a conſiderable number of men killed; and left a Major and twenty-two men wounded, who were made priſoners. Their commandant was alſo wounded. In this ſkirmiſh, the 71ſt regiment had four men killed, and ſix wounded.

In order to prevent the rebels from receiving ſupplies by the North River, Lord Howe ſent a detachment of ſhips, under the command of Captain Hyde Parker, above their works at Jeffrey's Hook, on York iſland: as they had been attempting to block up the channel of the river, by means of their wooden frames, he was likewiſe inſtructed to put a ſtop to that operation. It was the 9th before the wind ſerved, for the ſhips to proceed on this ſervice. In paſſing the enemy's works they ſuffered conſiderably in maſts and rigging, and had ſome men killed.‡ Captain Parker's little ſquadron chaſed ſome of their gallies from their ſtations, behind the lines of frames and veſſels which they had ſunk to obſtruct the paſſage of the river. Two of theſe he took, one mounting a thirty-two pounder, with ſwivels; the other, two nine and two four pounders. Other two of their gallies, with ſome ſmall veſſels, favoured by the tide and weather, got into ſhoal water, where they were protected by their works on ſhore.

General

‡ Return of the killed and wounded on board his Majeſty's ſhips, in paſſing the enemy's batteries, on the 9th of October, 1776:

Phœnix.—One Midſhipman, two ſeamen, one ſervant, killed; one boatſwain, one carpenter, eight ſeamen, one ſervant, one negro man, one private marine, wounded.

Roebuck.—One Lieutenant, one Midſhipman, two ſeamen, killed; one Midſhipman, two ſeamen, one corporal of marines, wounded.

Tartar.—One Midſhipman, killed; one Lieutenant of marines, wounded.

Total.—Nine killed; eighteen wounded.

General Howe, after having fully reconnoitred all the enemy's works and poſts in front of his army on New York iſland, found them ſo ſtrong by nature, and defended by ſuch numbers,* that an immediate attack upon them would probably be attended with ſuch loſs, as might in a great meaſure diſable his army for the reſt of the campaign, while the rebels would ſuffer but little by it: and in caſe of a repulſe, he could ſcarcely hope to be able to maintain the ground he had gained. He therefore reſolved to purſue ſuch a plan of operations, as would either compel General Waſhington to quit his preſent ſtronghold, or render his ſituation extremely hazardous, by cutting off his communication with Connecticut; whereby, as the fleet almoſt entirely interrupted their intercourſe with the Jerſies, the enemy's army muſt be ſo hemmed in on all ſides, that a timely retreat only could poſſibly ſave them from deſtruction. No time was to be loſt, as the rebels were buſily preparing to eſtabliſh themſelves where they were for the winter. In order to accompliſh his deſign, Lieutenant-General Earl Percy was left to command on New York iſland, having under him two brigades of Britiſh and one of Heſſian infantry, ſtrongly intrenched near Harlem, to cover the city of New York. The Commander in Chief, with the reſt of the army on the iſland of New York, embarked in flat-boats and other craft in Kipp's bay, on the night of the 11th of October, under the direction of Commodore Hotham, and the navy Captains appointed to conduct this ſervice. They rowed down the river, and proceeded to the eaſtward; but juſt as they entered the dangerous paſſage called Hellgate, a thick fog came on, from which every ill conſequence was to be apprehended. It fortunately happened, however, that the only injury ſuſtained was the overſetting of an artillery boat; by which accident, two field-pieces and three men were loſt. The boats preſſed through, and about nine in the morning of the 12th, the troops were landed without oppoſition, under cover of

* General Waſhington was ſuppoſed to have about nineteen thouſand men with him at this time.

of the Carysfort frigate, on the peninsula of Frog's-neck, in the Sound, about ten miles eastward from New York. In this difficult movement, the army was happily extricated from their perilous situation, by the activity and good conduct of Lord Howe, Commodore Hotham, and the navy Captains and officers, who accompanied the troops. At this place, the army was under a necessity of waiting five days for stores and provisions. This delay was occasioned partly by bad weather, and partly by the transporting of three battalions of Hessians from Staten Island, which General Howe had ordered to join the army.

General Howe judging it proper to move the army to the eastward of Frog's-neck, the light-infantry, grenadiers, and other corps of the first embarkation, were embarked in the flat-boats on the 18th, and landed on Pell's-neck, which is separated from Frog's-neck by Hutchinson river. The rest of the army, which had only that narrow stream to pass, were in a few hours conveyed over it, with the artillery and baggage. The whole immediately advanced, and lay that night on their arms; their left upon a creek opposite to East Chester, and their right near to Rochelle.

While the army was on the march to this ground, a skirmish ensued with a small party of the rebels posted to defend a narrow causeway. They were pursued for a mile, when a considerable body of their troops appearing in front, posted behind stone walls and in woods, the General detached some companies of light-infantry, and a part of the chasseurs, to dislodge them. In this they effectually succeeded; but Lieutenant-Colonel Musgrave, commanding the first battalion of light-infantry, and Captain Evelyn of the 4th regiment, were both wounded; the latter died of his wounds, and was much regretted: three soldiers were killed, and twenty wounded. The enemy's loss on this occasion was, a Lieutenant-Colonel killed, a Major wounded, and about ninety men killed and wounded.

The 16th regiment of light dragoons, under the command of

of Lieutenant-Colonel Harcourt, (one tranſport excepted) arrived on the 3d at Sandy Hook. They, and the 17th regiment of light dragoons, joined the army under General Howe on the 20th of October. On the 21ſt, the right and centre of the Britiſh army took a poſition about two miles to the northward of Rochelle, on the road to the White Plains; the Commander in Chief leaving Lieutenant-General de Heiſter, with two brigades of Heſſians and one of Britiſh, to occupy the former ground. He had alſo detached Lieutenant-Colonel Rogers, with his corps of Rangers, to take poſſeſſion of Mamaroneck, where the careleſſneſs of his ſentinels, on the 21ſt, expoſed him to a ſurpriſe from a large body of the rebels, by which he loſt a few men killed or taken. Nevertheleſs, by a ſpirited exertion, he rallied his men, and obliged the enemy to retreat, leaving behind them ſome priſoners, and ſeveral killed and wounded. To prevent the like diſaſter in future, General Howe ordered Brigadier-General Agnew, with the brigade under his command, to ſuſtain the poſt at Mamaroneck.

The fleet under the command of Captain Fielding, which eſcorted the ſecond diviſion of the Heſſians under Lieutenant-General Knyphauſen, and the regiment of Waldeckers, arrived on the 18th at New York, very opportunely to aſſiſt General Howe in his operations againſt the enemy. They were landed on the 22d at Myer's-neck, and ordered to Rochelle, the poſt communication between the fleet and the army, there to cover the diſembarkation of the ſtores and proviſions. This poſition of the King's troops required a farther proviſion to be made, for keeping the intercourſe open by water with New-York and the poſts in its environs. Lord Howe, therefore, ordered the Roſe frigate and Senegal ſloop to reinforce the frigates and ſmall armed veſſels, formerly ſtationed in the Sound for that purpoſe. The Honourable Captain Phipps, with ſome flat-boats manned from the ſquadron, was ordered to attend the army, and aſſiſt them in their movements when neceſſary. When they marched at any diſtance from the ſea-coaſt,

coaſt, he detached all the men he could poſſibly ſpare along with them, to aſſiſt the corps of artillery: by their activity and bravery on this ſervice they gained great honour. Indeed, the unabating perſeverance and alacrity, with which the ſeveral claſſes of officers and ſeamen of the ſhips of war and tranſports, ſupported a long attendance and an unuſual degree of fatigue, conſequent on the various movements of the army, were great beyond example, and deſerve the higheſt praiſe.

Upon the movement of the King's army to Frog's-neck, the enemy detached a corps to White Plains, where General Waſhington ſoon followed it, having quitted his poſition, with the reſt of his forces about Kingſbridge, with ſome precipitation. Leaving near three thouſand men for the defence of Fort Waſhington, on New York iſland, he extended his army in one line, and took poſt behind the Brunx river, from Valentine's Hill, near Kingſbridge, to White Plains, in detached camps, every where intrenched. His left, by this poſition, covered an upper communication with Connecticut and the northern colonies, as well as the road along the North River. General Howe therefore judged it expedient to move towards White Plains, and endeavour to force him to an action; eſpecially, as from their ſuperior diſcipline and better appointments he had every reaſon to expect, that it would prove favourable to the King's troops. The movement of General Waſhington with his army, from the neighbourhood of Kingſbridge, proved a moſt fortunate circumſtance for the rebels: for if he had perſiſted in keeping behind his works there, with a deſign of preſerving a communication with the ſouthern colonies, General Howe might have been enabled to have blocked him up; and as the Britiſh fleet would have co-operated with the army by means of the North River, he would have entirely cut off his retreat, and forced him and his troops to ſurrender at diſcretion. From this diſagreeable dilemma he was extricated, by the fortunate arrival of Major-General Lee in his camp near Kingſbridge. With this officer he held ſeveral conſultations: and as they had commonly but too correct

rect intelligence of General Howe's motions, they endeavoured from these to penetrate into his designs. Mr. Lee, seeing clearly the hazardous situation of their army, urged General Washington, without loss of time, to change his position, and to march towards White Plains; a rough, stony, and hilly tract of country, which grows still more rugged in the interior parts, where the hills turn into mountains, and where the roads, as you advance, become rougher and more difficult. By this change of position, the General might at any time, if pressed, retreat into this tract of country, without the possibility of being pursued, and still preserve the upper communication with the New England colonies: whereas, if he had remained where he then was, and been forced into a general engagement, the loss of a battle might have been attended with the worst consequences to the revolted colonies, by rendering his retreat into the Jersies almost impracticable. Besides, his troops were much dejected, by the many severe checks which they had received in the course of the campaign, and by a considerable reduction of their numbers, occasioned both by the casualties of war, and by a sickness which greatly prevailed among them. Their being unaccustomed to the practices and habits of a military life, the excessive fatigues to which they had been exposed, poor accommodations, insufficient cloathing, and a scarcity of salt, had also contributed, in no small degree, to render them unhealthy and dispirited. General Washington therefore followed General Lee's advice, quitted Kingsbridge, and moved to the eastward.

By the position of the King's troops, they were masters of the lower road through Connecticut to Rhode Island and Boston; but in order to dispossess the rebels of the upper road, General Howe determined to march to White Plains: to preserve which, he was in hopes that General Washington would risk a battle. The arrival of General Knyphausen, with the second embarkation of foreign troops, enabled the British General to move against the enemy in great force. General de Heister, with his corps, having orders to join on the march, the

the army moved in two columns on the 25th of October, and took a poſition, with the river Brunx in front, the right line being at the diſtance of four miles from White Plains. The rebels on obſerving this, quitted their detached camps between Kingſbridge and White Plains, and aſſembled their whole force at the latter place, where they took poſt behind intrenchments that had been thrown up by their advanced corps. In their ſtrong intrenched poſts, their forces appeared very formidable, and preſented a front equal to the line of march of the royal army, which had the deep and rapid river Brunx running between it and the enemy, and the North River at ſome diſtance, in their rear; while General Waſhington had the hilly country behind him, to which he could retreat, if he ſhould be driven to that neceſſity, and where the ruggedneſs of the country was ſuch, as to render a ſucceſsful purſuit of him next to impoſſible.

Whilſt the royal army was on its march, the enemy's General ſeveral times ſent out ſmall detachments acroſs the Brunx, both to harraſs the King's troops, and to obſerve their motions. This occaſioned frequent ſkirmiſhes, in which the enemy were always beaten back, and compelled to ſhelter themſelves behind the Brunx.

General Howe having fully reconnoitred the poſition of the rebel army, proceeded to the execution of his plan. Early on the morning of the 28th, the royal army was formed into two columns, and marched toward the enemy; the column on the right being led by Lieutenant-General Clinton, and that on the left by Lieutenant-General de Heiſter. Before noon, all the enemy's advanced parties were driven back to their works by the light-infantry and chaſſeurs; and the army was formed, with the right upon the road from Mamaroneck to White Plains, about a mile from the centre of the enemy's lines, and the left to the Brunx, near the ſame diſtance from the left flank of their intrenchments.

General Waſhington had poſted a corps on a commanding ground, ſeparated from the right flank of his intrenchments by the

the Brunx, which, by changing its courſe nearly at right angles, alſo ſeparated this corps in front, from the left of the King's army.

Colonel Raille, who commanded a brigade of Heſſians on the left, obſerving this poſition of the enemy, and perceiving a height on the other ſide of the Brunx unoccupied by them, from whence their left flank might be galled, took poſſeſſion of it with great alacrity: Sir William Erſkine acquainted General de Heiſter with this movement, who approved very much of it. Upon viewing the enemy's ſituation, General Howe gave orders for a battalion of Heſſians, which was to be ſupported by the ſecond brigade of Britiſh, under the command of Brigadier-General Leſlie, and the Heſſian grenadiers from the right, commanded by Colonel Donop, to paſs the Brunx, and attack the enemy's detached corps. Colonel Raille was at the ſame time directed to charge the enemy's flank, as the Heſſian battalion advanced upon their front. The paſſage of the river being extremely difficult, the 28th and 35th regiments, who were the firſt to ſupport the Heſſians, forded it at a place moſt practicable, and forming on the oppoſite bank with the greateſt ſteadineſs, although all the time expoſed to a ſevere fire, aſcended the ſteep hill, and in defiance of all oppoſition, ruſhed upon the enemy with fixed bayonets, routed, and drove them back from their works. Theſe two brave battalions were inſtantly ſupported by the 5th and 49th regiments, who diſplayed the ſame ardent zeal to diſtinguiſh themſelves. The Heſſian grenadiers alſo coming up and paſſing the Brunx, aſcended the height with great alacrity, and in the beſt order.

This material poſt being gained, the Heſſian grenadiers were ordered forward upon the heights, within cannon ſhot of the enemy's intrenchments; the Brunx, from its winding courſe, being ſtill between them and their right flank. The ſecond brigade of Britiſh formed a little in the rear of them: and the two brigades of Heſſians on the left of the ſecond brigade, with their left upon the road leading from Tarrytown to White Plains.

The

The right and centre of the Britiſh army did not move from their ground. In this poſition, the troops lay upon their arms during the night: and with very little alteration encamped the next day. The Britiſh and Heſſian artillery, and all the King's troops, engaged upon this occaſion, greatly diſtinguiſhed themſelves; and the Commander in Chief was highly pleaſed with the behaviour of both officers and men. The loſs which the army ſuſtained in this action was but ſmall, if we conſider, that the rebels occupied ſtrong ground, which they had fortified; and the only approach to them was defended by the rapid river Brunx, which muſt be paſſed before they could be forced from their works. In paſſing it, Lieutenant-Colonel Carr, of the 35th regiment, was mortally wounded.*

General Howe fully intended to follow up his blow, and to attack the enemy's army early on the morning of the 29th, and every thing was prepared accordingly; but when day-light came it was perceived, that they had drawn back and taken a new poſition, and that they had uſed the utmoſt diligence to render it as ſecure as poſſible, by throwing up many ſtrong works in the front of their camp. The Commander in Chief, and the other general officers, having reconnoitred this new poſition of the rebel army with the utmoſt care and attention, it was judged proper to defer the attack on their intrenchments, until ſome reinforcements ſhould join the army. Theſe were immediately ordered. Earl Percy was directed to detach the fourth brigade of Britiſh from New York iſland; which, with two battalions of the ſixth brigade from Mamaroneck, joined the army on the afternoon of the 30th. General Howe having fixed upon the next day for the attack, a diſpoſition was made accordingly; but the night and next morning proved ſo very wet, that there was an abſolute neceſſity for its being poſtponed. In the mean time, a deſerter having gone over to the enemy, gave General Waſhington notice of what was intended, and thereby fruſtrated the ſchemes of the Britiſh Commander. The enemy's General, who had too much penetration

* See Note 47.

tion not to perceive the danger he was in, averted the intended blow by immediately retiring with his army to Northcaſtle, a mountainous tract of country, leaving a very ſtrong rear guard on the heights and in the woods, about a mile back from his lines. In the night of the 1ſt of November, before he moved off with his troops, he had ſet fire to all the houſes in and near his works, moſt of which were conſumed. Next morning, the Heſſian grenadiers took poſſeſſion of his intrenchments, and encamped within them.

Every motion of General Waſhington indicated that his intention was, if poſſible, to avoid coming to a general action. He had the ſtrongeſt reaſons for adopting the ſyſtem of Fabius; eſpecially, if he thought that he had an Hannibal to oppoſe. Delays produced effects to him almoſt equivalent to victories: at the ſame time, he did not reſtrain his troops from ſmall actions; which, whether ſucceſsful or the contrary, were of little importance to the cauſe he had eſpouſed, but which ſerved to familiarize his men to danger, and to train them for enterpriſe when an unguarded moment ſhould occur, that might enable him to take advantage of the miſtakes or inadvertencies of his adverſaries.

General Howe, finding that it would be to no purpoſe to purſue the rebels into the faſtneſſes of Northcaſtle, determined to take meaſures for driving them from New York iſland, that his own army might have more convenient winter-quarters. To accompliſh this, Lieutenant-General Knyphauſen was ordered, on the 28th of October, to leave the regiment of Waldeck at Rochelle, and to move, with the ſix battalions of Heſſians under his command, towards King's Bridge. He took poſt at Mile's Square and Valentine's Hill; and on the 2d of November, encamped on the iſland of New York, near to King's Bridge; the enemy having quitted the heights of Fordham upon his approach, and retired to Fort Waſhington.

On the 3d of November, General Howe ordered his army to provide three days forage: and on the 4th, he detached Major-General Grant, with the 4th brigade, to Mile's Square

and Valentine's Hill; the ſixth brigade to a bridge over the Brunx, in Weſt Cheſter, near De Lancey's Mill; and the Waldeck regiment to another poſt, three miles above the former, on the ſame river. On the 6th, the army, along with the Commander in Chief, marched to Dobb's Ferry on the North River, where they encamped. On the 7th, the park of artillery moved to King's Bridge, under a ſtrong eſcort and a detachment of chaſſeurs, where it joined Lieutenant-General Knyphauſen. On the 8th, two battalions of light-infantry, and the remainder of the chaſſeurs, with four field-pieces, took poſt between King's Bridge and the army. On the 10th, a brigade of Heſſians was ſent to reinforce Lieutenant-General Knyphauſen. On the 12th, General Howe marched his army towards King's Bridge; and on the 13th, encamped upon the heights of Fordham, forming a line with his right to the Brunx, upon the Weſt Cheſter road, and his left to the North River. By this diſpoſition, New York iſland was completely inveſted.

While the King's army moved to Dobb's Ferry, General Waſhington ſent down, from his ſtrongholds, ſeveral detachments to White Plains, where they burned what they had not before deſtroyed, and diſtreſſed the inhabitants in a moſt wanton manner. It was ſuppoſed, that he made this irruption with a deſign to divert the Britiſh General from attacking Fort Waſhington; or by inducing him to march a large corps againſt theſe detached parties, to afford the garriſon left in that fort an opportunity of eſcaping, and of forming a junction with him, before their communication ſhould be completely cut off. During the time that the royal army remained at Dobb's Ferry, General Waſhington ſent a large detachment over the North River by King's Ferry to Jerſey: and the troops he had ſent to White Plains were employed in intrenching themſelves there, and at Crotton Bridge, and in building barracks at thoſe places, and at Peck's-kill, near the foot of the highlands, for their winter habitations. But General Howe was not to be diverted from his purpoſe by theſe meaſures, for Fort Waſhington was an object of ſo great importance, that while the rebels kept

poſſeſſion

poſſeſſion of it, and of Fort Lee on the oppoſite ſhore of Jerſey, they were almoſt maſters of the navigation of the North River, beſides occupying a conſiderable part of New York iſland. Preparations were therefore made for a general attack, and thirty flat-boats, under the direction of Captains Wilkinſon and Molloy, paſſed up the North River on the night of the 14th, undiſcovered by the enemy. Every thing being ready, and the attack fixed for the morning of the 16th, General Howe ſent Lieutenant-Colonel Paterſon, Adjutant-General, on the 15th, to ſummon the commanding officer of Fort Waſhington to ſurrender, and to warn him of the conſequences that muſt attend a general attack. His reply was, that he would defend himſelf to the laſt extremity.

The General having therefore no alternative, proceeded to put his plan in execution. The diſpoſition he made on this occaſion was as follows: four attacks were determined upon. The firſt, under the command of Lieutenant-General Knyphauſen, was to be made againſt the enemy's left, on the ſide of King's Bridge, in two columns, formed by detachments from the Heſſians of his corps, the brigade of Raille, and the regiment of Waldeck.

The ſecond was to be made by the firſt and ſecond battalions of light-infantry, and two battalions of guards, under the command of Brigadier-General Matthew. Theſe were to land, by Harlem creek, upon the enemy's right, from thirty flat-boats; and were to be ſupported by the firſt and ſecond battalions of grenadiers and thirty-third regiment, under the command of Lord Cornwallis.

The third attack was intended as a feint, to be made upon the left of the enemy's lines towards New York, by the 42d regiment, which was, for that purpoſe, to be embarked in batteaux, in a creek oppoſite to Colonel Morris's houſe.

The fourth attack was to be made by Lord Percy, with the corps under his command, on York iſland; he was to aſſault the right flank of the rebels intrenchments on that ſide.

The field artillery and batteries being properly diſpoſed for

the three attacks on the ſide of King's Bridge and Harlem creeks, Lieutenant-General Knyphauſen moved forward about noon; but having to paſs through a thick wood, in which the enemy were very advantageouſly poſted, it was ſome time before he could penetrate it: and his corps was of conſequence, for a conſiderable time, expoſed to the fire of three pieces of cannon. As ſoon as this attack began, the light-infantry moved, and landed under a briſk fire, before and after they had quitted the boats, from a party of the inſurgents poſted behind rocks and trees. By getting up a very ſteep and uneven mountain with their uſual activity, they ſoon diſperſed them. The guards, followed by the grenadiers and 33d regiment, landed without any loſs.

Intelligence, in the mean time, being brought to General Howe, that Lord Percy had carried an advanced work, he ſent orders to Lieutenant-Colonel Stirling, commanding the 42d regiment, to endeavour to land, and directed two battalions of the ſecond brigade to ſupport him. In obedience to theſe orders, he immediately advanced with great perſeverance in his boats, through a heavy fire, made good his landing, and inſtantly forming his men, he forced his way up a ſteep height, which was well defended by a body of the rebels, gained the ſummit, took a hundred and ſeventy priſoners; penetrating acroſs the iſland, and facilitated Lord Percy's ſucceſs againſt the enemy's lines oppoſed to him, which his Lordſhip paſſed.

Colonel Raille, who led the right column of Lieutenant-General Knyphauſen's attack, having, after a conſiderable oppoſition, forced the enemy from their ſtrongholds, puſhed forward to their advanced works, and lodged his column within one hundred yards of the fort, from whence he ſummoned them to ſurrender; and perceiving their critical ſituation, they readily deſired to treat.

Lieutenant-General Knyphauſen's column, having more impediments to encounter in paſſing through the wood, could not join the right column until they had got up to the fort. The enemy, upon his appearance, ſurrendered priſoners of war, to the

the number of two thouſand ſeven hundred men, officers included; beſides the priſoners made by the Royal Highland regiment. They had three officers and fifty men killed, and ſix officers and ninety men wounded, in the different attacks.

The loſs ſuſtained by the King's troops, on this ſevere piece of ſervice, was not ſo great as there was reaſon to have apprehended, conſidering the enemy's numbers and the ſtrong ground which they occupied. General Howe was exceedingly well pleaſed with the behaviour of the officers and men; and in complement to the Heſſian General, to whom Fort Waſhington ſurrendered, he changed its name to Fort Knyphauſen.*

The only place of ſtrength which the enemy now held in the vicinity of New York, was Fort Lee in the province of New Jerſey, ſituated on the North River, and nearly oppoſite to Fort Knyphauſen. General Howe reſolved to attack it immediately, as the poſſeſſion of it would ſecure the entire command of the North River, and opened a road to penetrate into Jerſey. For this purpoſe, Lord Howe ſent the Honourable Captain Phipps, with an additional number of boats, up the North River to Kingſbridge, in the night of the 17th, unperceived by the enemy; and the next morning the following corps, viz. the firſt and ſecond battalions of Britiſh light-infantry, two companies of chaſſeurs, a battalion of Britiſh and two battalions of Heſſian grenadiers, two battalions of guards, the 33d and 42d regiments, with their artillery, under the command of Lieutenant-General Earl Cornwallis, made good their landing on the Jerſey ſhore. His Lordſhip divided the troops under his command into two diviſions: the firſt of which, under Major-General Vaughan, landed about ſeven miles above Fort Lee, about eight o'clock in the morning, and marched directly towards it; the ſecond diviſion, headed by his Lordſhip, went up the eaſt ſide of the river, and landed a few miles below the fort; by which movement, the whole corps was landed with their cannon before ten o'clock. The ſeamen diſtinguiſhed themſelves remarkably upon this occaſion, by their

* See Note 48.

readineſs to drag the cannon up a rocky narrow road, for about half a mile, to the top of a precipice, which bounds the ſhore for ſome miles on the weſt ſide.

Lord Cornwallis marched immediately againſt Fort Lee, where the rebel General Green commanded: and had not the enemy been apprized of his approach by a countryman, after he had advanced a conſiderable way, he would have ſurrounded upwards of two thouſand of their troops in the fort; but on receiving this intelligence, they eſcaped in the utmoſt confuſion, leaving all their artillery, and a large quantity of ſtores and proviſions, their tents ſtanding, and their kettles upon the fire.* Their baggage alſo fell into the hands of the conquerors; and ſuch was the rapidity of the flight of the rebels, that only ſix officers, their ſtaff, and ninety-nine of their privates, were made priſoners.

When General Waſhington perceived that General Howe had reſolved to attack Fort Waſhington, he croſſed the North River with a part of his army, on the 12th of November, and ſtationed himſelf in the neighbourhood of Fort Lee. The army which he left in Northcaſtle might amount to ten thouſand continental troops, and three thouſand militia, under the command of Major-General Lee; but the time of ſervice of nearly one half of this army was within a few days of expiring. General Waſhington was at Fort Lee when the Britiſh army attacked Fort Waſhington, and felt much diſtreſſed when he ſaw his troops ſucceſſively driven, with conſiderable loſs, from all their poſts. When it was taken he withdrew part of his troops to Hackinſack, leaving General Green to command the forces left at Fort Lee, which place is ſituated upon a neck of land about ten miles long, bounded on the one ſide by the North River, and on the other by the Hackinſack, and Engliſh-neighbourhood a branch of it, neither of which are fordable near the fort. The neck joins the main land, almoſt oppoſite to the communication between the North and Eaſt Rivers, at Kingſbridge.

When

* See Note 49.

When the accounts of Lord Cornwallis's advancing againſt Fort Lee was brought to General Green, he was in bed: and without waiting for orders from General Waſhington, he directed the troops under his command to march immediately, and to ſecure their retreat, by poſſeſſing themſelves of the Engliſh-neighbourhood; and at the ſame time, he ſent off an expreſs to General Waſhington at Hackinſack, with intelligence of what had happened. General Green conducted this retreat in a very able manner. Had it not been for his alertneſs, all the troops in and about the fort muſt have been either cut to pieces or made priſoners, which at this critical time would have proved the ruin of the American cauſe: for it was the deſign of Lord Cornwallis to form a line acroſs, from the place of landing to Hackinſack bridge, and thereby to incloſe the whole of the enemy's troops between the North and Hackinſack rivers. General Waſhington advanced with ſome troops to meet General Green on his retreat; and both took poſt ſo as to ſecure Hackinſack bridge, and retard a purſuit, if any ſhould be made after them.

General Waſhington did not conſider himſelf as ſafe at Hackinſack. Having therefore collected what forces he could, which did not exceed three thouſand five hundred men, he retreated on the 22d of November to Newark.

Earl Cornwallis having ſecured Fort Lee, encamped the troops under his command in its vicinity. On the 19th, he detached Major-General Vaughan, with the light infantry and Britiſh grenadiers, to the new bridge upon the Hackinſack river, and was joined by a detachment of the 16th regiment of light dragoons. Theſe, with ſome companies of light-infantry, ſcoured the country on the 22d as far as Piſaick river, found it every where abandoned, and received intelligence, that the advanced guard of the enemy's army was at Aquakinunc.

General Howe having, on the 24th, farther reinforced Earl Cornwallis, with the ſecond and fourth brigades of Britiſh, and one battalion of the 71ſt regiment, his Lordſhip left the ſecond brigade at Fort Lee, and proceeded on the 25th, with the main

body of his corps, to Newbridge; from whence the rebels retired as he advanced. On the 28th, he reached Newark: General Washington having quitted it that morning. By a forced march, the van of Lord Cornwallis's corps pushed on to Princetown, and reached it before the enemy had left it: but on its approach, they instantly retreated with great precipitation, having first broken down a part of the bridge over the Rariton at that place, to retard the progress of the King's forces.

Earl Cornwallis was instructed not to advance beyond Brunswick; General Howe intending only to get and keep possession of East Jersey. This prevented his Lordship from continuing his pursuit of General Washington; but he wrote to General Howe, informing him, that by the accounts he had received, great advantages might be obtained by pushing on to the Delaware, as this might probably lead to the possession of the city of Philadelphia. The General answered, that he intended to join his Lordship immediately at Brunswick; but he was prevented from accomplishing his design until the 6th of December, when he brought with him the fourth brigade, commanded by Major-General Grant. On the 7th, Lord Cornwallis's corps (the guards who were left at Brunswick excepted) marched to Princetown. On the 8th, they proceeded in two divisions. The first advanced to Trenton, and reached the Delaware soon after the rear guard of the enemy's army had crossed it; their main army having passed the preceding day and night, and taken post on the other side of the river.

Lord Cornwallis, with the second division of his corps, halted at Maidenhead, six miles from Trenton; and marched, at one o'clock of the morning on the 9th, to Corriel's Ferry, thirteen miles higher up the Delaware, in expectation of finding boats there and in the neighbourhood, for crossing the river: but in this he was disappointed; the enemy having had the precaution to destroy or secure all of them, that were fit for being employed in this service.

His Lordship finding it impracticable to cross the Delaware, took

took poſt at Pennington, and directed the other diviſion of his corps to take poſt at Trenton. When the rebel army retreated, General Waſhington wrote, in the moſt preſſing manner, to Major-General Lee, who had croſſed from Northcaſtle to Jerſey, with near three thouſand men, to join him with his corps immediately, as the leaſt delay might be fatal. Lord Cornwallis in the mean time, anxious to gain intelligence of the force under General Lee, ſent out for that purpoſe a patrol, conſiſting of thirty men of the 16th regiment of light dragoons, under the command of the Honourable Lieutenant-Colonel Harcourt, who accompliſhed his Lordſhip's wiſhes in a manner that reflected the higheſt honour on that excellent officer. On the 13th, he received intelligence that the rebel troops, under the command of Major-General Lee, were encamped near Baſkingridge; but that the General's head-quarters was at a conſiderable diſtance from his camp, and that his guard was ſo placed, as to allow of acceſs to the houſe wherein he lodged without their knowledge. The Colonel reſolved to avail himſelf of this information, and to attempt to ſeize upon his perſon; which he effected without obſtacle or difficulty. Mr. Lee being completely ſurpriſed, before he had time to make reſiſtance, or give any alarm, he was compelled to mount behind one of the Colonel's troopers; and was in this manner conducted to Pennington.

General Howe having made the neceſſary arrangements for cantoning his army in the Jerſies for the winter,* and the weather becoming too ſevere for the men to keep the field, the army broke up camp on the 14th, and marched to their reſpective ſtations.

The General very juſtly regretted, that the chain of cantonments which he was obliged to occupy was rather too extenſive for the ſtrength of his army; but he was induced to poſſeſs Burlington to cover the county of Monmouth, where many of the inhabitants profeſſed themſelves to be loyal to his Majeſty; and he was given to underſtand, that the country to the ſouthward

* See Note 50.

ward of his cantonments was in general diſpoſed to ſubmit. Perhaps it might have been better, to have deferred taking poſſeſſion of Rhode Iſland until the ſpring; which would have enabled the Commander in Chief to have kept more troops in the Jerſies, and of courſe to have guarded more effectually againſt the irruptions of the rebel forces acroſs the Delaware. This however is only conjecture: for he may have regulated his conduct on this occaſion, entirely from the inſtructions that had been given to him; or he may have concluded, from the weak condition to which the enemy's army was reduced, that the winter-quarters of the royal army could be in no danger from newly raiſed troops, who were at that time to be regarded only as militia. Towards the end of November it was determined to make an attack on Rhode Iſland, which was the principal ſtation of the enemy's naval force, from which they ſent ſwarms of privateers, that greatly annoyed the Britiſh commerce both in America and the Weſt Indies. The command of the land-forces, deſtined for this ſervice, was given to Lieutenant-General Clinton. They conſiſted of two brigades of Britiſh and two of Heſſian troops, with ſome chaſſeurs, light-infantry, artillery, &c.: the command of the co-operating fleet was given to Sir Peter Parker.* The military force being embarked, Sir Peter directed Commodore Hotham to proceed, with his Majeſty's ſhips Brune and Mercury, and King's Fiſher ſloop, together with the tranſports having the troops on board, by way of the Sound. They ſailed on the 1ſt of December: and the ſame day Sir Peter, with the large ſhips under his command, proceeded by way of Sandy Hook, and coaſting along Long Iſland, on the 5th joined Commodore Hotham in Black-point Bay in the Sound. This place had been moſt judiciouſly choſen, for the protection of the tranſports againſt the violence of a ſtrong north-weſt wind, that had blown the night before the arrival of the line of battle ſhips.

On the 6th, the whole fleet weighed and turned down the Sound. The wind changing to W. S. W. at four in the morning

* See Note 51.

ing on the 7th, they were enabled to come to anchor off Weaver's cove in Rhode Iſland, by three o'clock in the afternoon. On the 8th, the fleet again weighed anchor, and proceeded up the Weſt or Narreganſet Paſſage, being led by the Experiment of fifty guns, Captain Wallace. General Clinton having reconnoitred the coaſt, made a diſpoſition for landing the troops; which was effected at day-break on the 9th, under cover of the frigates: the diſembarkation of the army being intruſted to Captain Caulfield of the Briſtol. The rebels made no oppoſition to them; but quitted their works, and retired to Briſtol Ferry. General Clinton detached the grenadiers and light-infantry of the army in purſuit of them, under the command of Major-General Preſcot, whom he ſupported by a body of troops commanded by Lieutenant-General Earl Percy. They compelled the enemy to quit a ſmall fort oppoſite to Briſtol Ferry, and to retire to the continent with great precipitation. Major-General Preſcot's corps took two pieces of cannon and ſeveral priſoners. General Clinton alſo detached a battalion which took poſſeſſion of the town of Newport, the capital of the iſland, where they found ſome cannon and ſtores, which the enemy had left behind them on their flight.

On the firſt appearance of his Majeſty's ſhips off Rhode Iſland, three large privateers belonging to the enemy, which lay at anchor in Newport road, ſlipt their cables and puſhed up the river to the town of Providence; where, with ſeveral others, they were effectually blocked up. The enemy ſoon experienced the inconveniency of Rhode Iſland being in poſſeſſion of the King's forces; for on the 18th of December, the ſquadron retook the Betty tranſport, which came in by miſtake, and as it was blowing ſtrong from the weſt, endeavoured to puſh up the river. On the 28th, a ſmall privateer appeared off the harbour, on which Sir Peter Parker made the Cerberus's ſignal to ſlip and purſue her. The privateer eſcaped; but in a few days the Cerberus returned with two prizes, and a brig which ſhe had retaken.

The Diamond, Captain Fielding, ſailed from Sandy Hook

on

on a cruize on the 27th of November; and the weather ſoon after obliging him to put into Martha's Vineyard, he ſent his boat aſhore with a flag of truce. The inhabitants ſuffered the boat to come within gun-ſhot, and then fired upon her; by which means, one man was wounded. To puniſh this piece of treachery, Captain Fielding landed his marines, who immediately attacked and put to flight a party of the enemy, though they were ſtrongly poſted on a hill and ſheltered by rocks and buſhes, from behind which they kept up a briſk fire. In this ſkirmiſh Captain Fielding had one man killed, and one wounded: the rebels had four killed, and a great many wounded. As ſoon as the enemy fled, the marines ſet fire to their houſes and barns, and brought off ſeveral oxen, ſheep, and a number of poultry, &c. The Diamond proceeded then to Rhode Iſland, where Sir Peter Parker ſtationed her off Warwick-neck. On the morning of the 20th of February, 1777, in bending to the tide ſhe got aground. This diſaſter was ſoon perceived by the enemy, who preſently brought ſome cannon (twenty-four pounders) to the point of land neareſt to the ſpot where ſhe was fixed, from which they kept up a very briſk fire upon her until night. The Diamond lay all the while on her beam ends, and could not bring more than two of her guns to bear upon the rebels. Captain Fielding, who in this trying ſituation behaved with the greateſt intrepidity and coolneſs, ordered moſt of the water caſks to be ſtarted, and got anchors out, to endeavour to warp the ſhip off, as ſoon as the tide ſhould make. Theſe preparatory meaſures being taken, regardleſs of perſonal danger, he kept conſtantly on the quarter-deck to obſerve what might occur; but directed moſt of his men to go below, as their expoſing themſelves to the enemy's ſhot could be of no ſervice. Fortunately for his Majeſty's ſhip, the enemy took very bad aim. Moſt of their ſhot going over her, not one of her crew was either killed or wounded; but ſeven ſhot pierced her bottom, and her fore-top-maſt and rigging were very much wounded and cut. It was greatly to be apprehended, that the enemy would ſet her on fire in the night; the greateſt exertions were therefore made to get her off, and on the

the return of the tide, ſhe was fortunately got afloat. Too much praiſe cannot be beſtowed on Captain Fielding, and his officers and men, for their intrepid and active conduct upon this occaſion.

In the month of November, a ſmall body of the rebel troops made an irruption into the province of Nova Scotia, where they were joined by a conſiderable number of diſaffected perſons, and by almoſt all the original French ſettlers. They were commanded by one Jonathan Eddy, who, on the 20th of month, ſent a ſummons to Lieutenant-Colonel Joſeph Goreham, commanding in Fort Cumberland, to ſurrender that place directly; but he received ſuch an anſwer, as might be expected from a ſpirited and zealous officer. Soon after this, Lieutenant-Colonel Goreham received a reinforcement of men and a ſupply of ſtores from Halifax, which was ſent him by Major-General Maſſey, and eſcorted by ſome ſhips of war ſent by Sir George Collier. Thus ſtrengthened, he ordered a ſally to be made, under the command of Major Batt, which was ſo well conducted, that ſeveral of the rebels' works were deſtroyed, and ſome of their cannon taken. This ſucceſs compelled the beſiegers to relinquiſh their enterpriſe, and retire from the province; and the diſaffected perſons diſperſed.

When General Lee was made priſoner, the command of the corps which was under his orders, devolved on General Sullivan; who loſt not a moment in complying with General Waſhington's injunctions, to croſs the Delaware with his troops and join him in Penſylvania.

The capture of General Lee was attended with another conſequence of ſo much importance to both armies, as to merit particular notice. As General Lee had borne a commiſſion in his Majeſty's ſervice, General Howe regarded him as a deſerter, and refuſed to admit of his being exchanged, in terms of the cartel mutually agreed upon for the exchange of priſoners. It was indeed ſuppoſed by ſome, that the Britiſh Commander in Chief acted on this occaſion by particular inſtructions, which directed the retention of Lee, in the event of his being captured, that he might be brought to public trial.

In oppoſition to this meaſure, General Waſhington however inſiſted, that General Lee ought to be exchanged; aſſerting, that he could be no deſerter, as he had reſigned his half-pay in the Britiſh ſervice, before he took up arms in the American cauſe: and declaring at the ſame time, that whatever ſteps might be taken againſt the General, he would retaliate on a Britiſh officer of the higheſt rank in his cuſtody. To make good this threat, Lieutenant-Colonel Archibald Campbell, of the 71ſt regiment, was recalled from the country village where he was at large on his parole, ſent to Boſton, there cloſely confined in a dungeon, and treated with the utmoſt rigour. This diſagreeable affair was at laſt terminated: firſt, by granting a proper degree of liberty to General Lee, when the ſame was reſtored to Colonel Campbell; and finally, by exchanging the priſoners and reſtoring the cartel.

The conduct of the American cauſe at this time, although not immediately within the general ſcope of this work, attracts particular attention. They were ſeemingly reduced to a very low ebb, being left almoſt without an army, and encompaſſed with dangers and difficulties; notwithſtanding which, they preſerved a firm and undaunted countenance, never making any advances for peace, but perſevering in ſuch exertions as at length effectually reſtored their affairs to proſperity and ſucceſs. They had experienced the inconvenience of levying troops for a ſhort period only; and determining in future to avoid it, near the end of autumn they ſet about raiſing eighty-three battalions, to ſerve during the continuance of the war. To encourage theſe levies, a bounty of twenty dollars per man was offered, and an allotment of lands was deſtined to every ſoldier who ſhould ſerve until the ratification of a peace, and to the repreſentatives of thoſe who ſhould be ſlain in action. Five hundred acres were the higheſt, and one hundred the loweſt allotment. To prevent improper advantages from being taken of the thoughtleſs or neceſſitous ſoldiers, by artful or deſigning men, the lands ſo allotted were declared to be unalienable during the continuance of the war. Previous to this enactment

they

they had inſtituted a law, which entitled all ſoldiers and ſailors, diſabled in action, to half-pay during the remainder of their lives. Notwithſtanding all theſe encouragements, their new levies went on heavily; ſo that Congreſs, in November, was obliged to change the propoſed term of ſervice to a period of three years only: allowing the ſame bounty, but withholding the allotment of lands. Still, their progreſs in recruiting was far from anſwering their expectations and intentions; until the ſucceſs of the indefatigable Commander in Chief of their armies at laſt gave a ſpur to their efforts, freed them from many of their embarraſſments, and brought by his means the willing recruits in great numbers to their ſtandard.

Congreſs alſo finding the ſums raiſed, by the colonies owning their authority, to be inadequate to the purpoſes of carrying on the war, reſolved to borrow four millions of dollars, at four per cent. intereſt, on the faith of the United States; which was pledged to the lenders for the payment of both principal and intereſt. They likewiſe ſent Dr. Franklin to France, accompanied by others of their firm adherents, with full powers to aſſume public characters, whenever they ſhould deem ſuch a meaſure beneficial to their conſtituents; and to enter into alliances, political as well as commercial, with ſuch ſtates as ſhould be diſpoſed to favour the cauſe of the revolted colonies.

Many complaints were made to Congreſs of the irregularities committed, in the provinces of New York and New Jerſey, by the King's troops, particularly by the Heſſians. Theſe they were careful to publiſh, no doubt with circumſtances of aggravation, the more to diſcredit their enemies among their aſſociates in arms: and this expedient was ſucceſsful, in heightening the deteſtation of the revolted Americans againſt the military, eſpecially againſt the Heſſians, whom they were taught to regard with horror.

When his Majeſty's forces had compelled General Waſhington to retire acroſs the Delaware, the Congreſs was then aſſembled at Philadelphia, and by his advice removed to Baltimore

more in Maryland. The ill ſucceſs of the rebel arms this campaign, and the general pardon offered by his Majeſty's Commiſſioners, encouraged the Quakers to join their influence to the leſſer or Tory Party, who adhered to the cauſe of the mother-country. This occaſioned great diſſenſion in the city of Philadelphia; inſomuch, that if Lord Cornwallis had been able to get acroſs the Delaware with the troops under his orders, he might have eſtabliſhed the aſcendency of the friends of Government in the metropolis of North America: for when his Lordſhip with his corps appeared on the oppoſite banks of the river, and Congreſs gave orders to fortify the city, the loyal party (at the head of which was Mr. Galloway and the Allen family) was ſo powerful, as to prevent theſe orders from being carried into execution. General Waſhington being informed that things were in this ſtate, immediately detached Lord Stirling from his camp, with three battalions, to ſupport the authority of Congreſs, and to cauſe fortifications to be erected. This ſtep effectually anſwered the firſt purpoſe; but the deſign of fortifying the city ſeems to have been laid aſide, as perhaps impracticable at that time.

It has been already obſerved, that the ſeverity of the weather had obliged General Howe to break up his camp, and put his army into winter-quarters; and that the line which his troops occupied was very extenſive. Notwithſtanding its great extent, he might hope that in the event of an attack, (of which however he appears to have had no ſuſpicion) the cantonments might be able to ſupport each other, until their aſſembled numbers ſhould become ſufficiently powerful to force the rebels to retire.

General Waſhington, who never failed to be furniſhed with the beſt information of every particular relating to his opponents, formed a moſt maſterly plan for attacking ſeveral of the Britiſh cantonments ſituated on the Delaware, at one and the ſame time. His army had been conſiderably increaſed by the arrival of ſome of the new levies, and he was determined to execute his deſign before it could be ſuſpected by his adverſaries. He formed

formed his troops deſtined for this ſervice into three diviſions, and marched them ſo as to arrive on the banks of the Delaware on the night of Chriſtmas-day. Two of theſe diviſions he placed under the command of Generals Erwing and Cadwallader: the firſt of which was ordered to croſs the river at Trenton Ferry, about a mile below that town; and the other ſtill lower down, towards Bordentown. The third diviſion, being the principal part of his army, was conducted by himſelf, having under him Generals Sullivan and Green, and conſiſted of two thouſand ſeven hundred men, attended by a train of artillery of twenty braſs field-pieces. With this corps he arrived at M'Kinley's Ferry, about nine miles above Trenton, at the time appointed, and was in hopes of being able to croſs the river, with his diviſion and the artillery, before midnight, ſo as to arrive at Trenton, where Colonel Raille commanded a brigade of Heſſians, before day-light the next morning. He found the river was ſo encumbered with ice, that it was with the greateſt difficulty the boats could make their way to the oppoſite ſhore, which, together with the extreme ſeverity of the weather, made it near four o'clock in the morning before he was capable of beginning his march. In his progreſs, he was likewiſe ſo greatly incommoded by a ſnow and hail ſtorm, alſo by the ſlipperineſs of the roads, that it required his utmoſt exertions to reach his deſtination by eight o'clock in the morning.

As ſoon as General Waſhington had got his troops landed on the Jerſey ſhore, he formed them into two diviſions, one of which took the lower road to Trenton, whilſt the other, headed by himſelf, took the road which led to the ſame place by Pennington. Meeting with no obſtacle on their march, though the day was far advanced, they were cloſe to Trenton before they were obſerved. General Waſhington's diviſion attacked an out-poſt at ſome diſtance from the town: the other diviſion, at the ſame time, drove in the out-guards on their ſide; and the ſurpriſe was as complete as the enemy could wiſh. On the firing of General Waſhington's cannon, Colonel Raille detached his own regiment to ſupport the piquet that

was firſt attacked; but before its arrival, they had been obliged to retire towards the town. Meeting in their retreat the regiment that was advancing to their relief, and preſſing upon it, it was thrown into ſome diſorder; and the whole were under a neceſſity of falling back to Trenton. Colonel Raille, having by this time got the reſt of his brigade under arms, was, with the moſt undaunted courage, advancing at their head, with ſix pieces of artillery, againſt the rebels, and an action ſoon took place; at the beginning of which, he had the misfortune to be mortally wounded. Owing to the diſaſter that befel their commander, the Heſſians fell into diſorder, were forced to abandon their cannon, and made an ineffectual attempt to retreat to Princetown: but by this time the rebel troops having nearly ſurrounded them, the regiments of Raille, Loſberg, and Knyphauſen, were obliged to ſurrender themſelves priſoners of war; the whole, including officers, amounting to nine hundred men. The chaſſeurs, light dragoons, and a conſiderable number of private men, with a few others, effected their eſcape at the oppoſite ſide of the town. Some troops who were foraging in the country alſo eſcaped. The two other attacks, that were deſigned to be made on the Britiſh cantonments ſituated lower down the Delaware, from ſome unforeſeen accident, did not take place; and General Waſhington, aware that a great force would immediately be ſent againſt him, very prudently recroſſed the Delaware with his priſoners the evening of the action. The loſs which Colonel Raille's corps ſuſtained in killed and wounded, on this occaſion, did not exceed fifty men. The priſoners were conducted to Philadelphia, into which they were marched in triumph. A ſight ſo novel and unexpected, failed not to raiſe the ſpirits of all the adherents to the American cauſe, who were highly gratified in beholding as their priſoners Heſſian ſoldiers, whom they had hitherto regarded with terror.

To deſpiſe an enemy too frequently leads to fatal conſequences; and to this cauſe may be imputed the diſaſter which befel the brave but unfortunate Raille at Trenton. He truſted

to

to the uſe of the bayonet, at which the enemy's troops were ſuppoſed to be inexpert; but he was overpowered by numbers. Had he kept within his cantonments in conformity to his orders, the enemy might have found it very difficult to have forced his poſt. On the part of General Waſhington this muſt ever be regarded as one of the firſt military exploits. Poſterity will ſcarcely believe, that in the depth of winter, with a military force ſuppoſed to be in a great meaſure annihilated, and a broad river to croſs, he could have ſo completely ſurpriſed ſuch a large body of regular and well-diſciplined troops, who, not many days prior to their defeat, had beheld him and his army flying before them. This bold ſtroke totally changed the face of affairs in America: for notwithſtanding the ſtrength of the Britiſh army, the cauſe of the mother-country could never again be reſtored to the favourable ſituation, in which it ſtood before the unhappy ſurpriſe at Trenton. The report of the defeat of the Heſſians ſoon reached General Grant at Brunſwick. He immediately gave orders for aſſembling the Britiſh forces and advancing to Princetown, where he was ſpeedily joined by Lord Cornwallis from New York; who, on hearing of the ſurpriſe at Trenton, had poſtponed his intended voyage to England, and haſtened back to the Jerſies. By this time General Waſhington had received ſuch conſiderable reinforcements, that he once more croſſed the Delaware with his army, and took a moſt advantageous poſition at Trenton. Lord Cornwallis having carefully reconnoitred his camp, ſaw that it was ſo ſtrong, ſo well fortified, and his cannon ſo judiciouſly placed, that any immediate attempt to diſlodge him would be hazardous and inexpedient. After cannonading him for a few hours, he therefore took poſt with his troops in the neighbourhood.

On the morning of the 3d of January, General Waſhington gave Lord Cornwallis the ſlip. Having, to prevent any ſuſpicion of his deſign, ordered the fires to be kept up in his camp, and his patrols to go about as uſual, he marched with his army a little after midnight, in hopes of ſurpriſing a brigade of the King's forces cantoned at Princetown. To avoid falling

in with Lord Cornwallis's poſt at Maidenhead, which lay in the direct road to Princetown, he took a circuitous courſe: and ſoon after day-break, met the very brigade which he had intended to ſurpriſe. It conſiſted of the 17th, 40th, and 55th regiments, and had juſt commenced its march by the way of Maidenhead to join his Lordſhip. The morning was foggy, when Lieutenant-Colonel Mawhood, at the head of the 17th regiment in the van of theſe troops, encountered the enemy's army. Imagining that he had met only a ſmall detachment, he immediately attacked them with the greateſt bravery: but having ſoon diſcovered his miſtake, with the moſt determined reſolution he charged them with fixed bayonets, forced his way through the part of their army oppoſed to his regiment, and made good his progreſs to Maidenhead. In this gallant achivement he ſuſtained a very conſiderable loſs in killed and wounded. Among the former was the Honourable Captain William Leſlie, ſon to the Earl of Leven, a moſt promiſing young man, much lamented by the whole army. The bravery and abilities diſplayed by Colonel Mawhood, on this occaſion, deſervedly gained him the higheſt applauſe. This vigorous attack on the enemy ſo completely occupied the whole of their army, as to afford the other two regiments an opportunity of effecting their retreat, by the way of Hillſborough to Brunſwick, with much leſs loſs than might have been expected. In this rencounter the enemy had a great many men killed and wounded. Among the former was one of their beſt officers, a Brigadier-General Mercer, from Virginia.†

This ſpirited exertion of General Waſhington's obliged Lord Cornwallis to follow him; and ſhowed the expediency of withdrawing the Britiſh troops from all their poſts on the banks of the Delaware, and of arranging them in new cantonments leſs diſtant, that they might be able readily to ſupport one another if attacked. As the King's magazines at Brunſwick were apprehended to be in danger, Lord Cornwallis and his corps marched with the utmoſt expedition to protect them. But General

† See Note 52.

General Washington wishing to avoid a general action, to which he was convinced the troops under his command were very unequal, instead of marching to Brunswick, crossed the Millstone river, spread his army over the Jersies, and took post at Newark, (where he fixed his head-quarters,) and at Elizabethtown and Woodbridge; thus commanding the coast opposite to Staten Island. In these towns he established his army during the remainder of the winter. So alert were his troops, that they could not be surprised: and so strongly were they posted, that any attempt to dislodge them by force must have been attended with great hazard and loss. Of all the great conquests which his Majesty's troops had made in the Jersies, Brunswick and Amboy were the only two places of any note, which they retained after the action at Princetown; and however brilliant their successes had been in the beginning of the campaign, they reaped little advantage from them when the winter advanced, and the contiguity of so vigilant an enemy forced them to perform the severest duty. His Majesty was so well pleased with the abilities and activity which General Howe had displayed this campaign, that on the 25th of October he conferred upon him the Most Honourable Order of the Bath.

When the campaign was over, Earl Percy returned to England on account of his health, as did Lieutenant-General Clinton on private business.

1777.

The declaration of the Independency of the Thirteen revolted Colonies in North America, which was made by Congress on the 4th of July last, afforded great satisfaction to the states unfriendly to Great Britain. It promised them an opportunity of abridging her power, by cutting off a large extent of her dominions, when they should be disposed to acknowledge the pretensions of her colonists to a free and independent government. Things were not yet sufficiently advanced for the

open avowal of ſuch a meaſure; but circumſtances ſtrongly indicated, that the period of its accompliſhment was faſt approaching. In the mean time, with a view of concealing their intentions, the language affected to be ſpoken by the Courts of France and Spain was friendly in a high degree. But the great naval preparations, which were carrying on at all the principal ports of both of theſe kingdoms, led to ſtrong ſuſpicions that their profeſſions were inſincere. It was notorious, that the ports of both had become aſylums to the American privateers; and that they were crowded with Britiſh prizes, which were ſold without any colour of diſguiſe: till, on remonſtrances being made by his Majeſty's Miniſters, a little more decorum was obſerved, and ſome check apparently given to theſe practices. The ſame tranſactions, however, were ſtill clandeſtinely continued. The Britiſh Miniſtry, being extremely averſe to increaſe the number of national enemies during this unhappy civil contention, judged it expedient, as well as prudent, for a while to abſtain from aſſerting the dignity of their country, and quietly ſubmitted to the partiality manifeſted by France and Spain to her revolted ſubjects, which in better circumſtances they would not have tolerated. In the Weſt Indies, where the privateers fitted out by the revolted coloniſts were moſt ſucceſsful in their depredations, they were openly protected in all the French iſlands: and even French ſhips took American commiſſions, and with few and ſometimes no American ſeamen on board, carried on with impunity, a war againſt the Britiſh commerce.

The Parliament was early aſſembled. It met the 31ſt of October, 1776, when the King made the following ſpeech to both Houſes:

"*My Lords and Gentlemen,*

"Nothing could have afforded me ſo much ſatisfaction as to "have been able to inform you, at the opening of this ſeſſion, "that the troubles, which have ſo long diſtracted my colonies "in North America, were at an end; and that my unhappy "people,

" people, recovered from their deluſion, had delivered themſelves from the oppreſſion of their leaders, and returned to their duty: but ſo daring and deſperate is the ſpirit of thoſe leaders, whoſe object has always been dominion and power, that they have now openly renounced all allegiance to the crown, and all political connection with this country: they have rejected, with circumſtances of indignity and inſult, the means of conciliation held out to them under the authority of our commiſſion; and have preſumed to ſet up their rebellious confederacies for independent ſtates. If their treaſon be ſuffered to take root, much miſchief muſt grow from it, to the ſafety of my loyal colonies, to the commerce of my kingdoms, and indeed to the preſent ſyſtem of all Europe. One great advantage, however, will be derived from the object of the rebels being openly avowed, and clearly underſtood; we ſhall have unanimity at home, founded in the general conviction of the juſtice and neceſſity of our meaſures.

" I am happy to inform you, that, by the bleſſing of Divine Providence on the good conduct and valour of my officers and forces by ſea and land, and on the zeal and bravery of the auxiliary troops in my ſervice, Canada is recovered; and although, from unavoidable delays, the operations at New York could not begin before the month of Auguſt, the ſucceſs in that province has been ſo important as to give the ſtrongeſt hopes of the moſt deciſive good conſequences: but notwithſtanding this fair proſpect, we muſt, at all events, prepare for another campaign.

" I continue to receive aſſurances of amity from the ſeveral courts in Europe; and am uſing my utmoſt endeavours to conciliate the unhappy difference between two neighbouring powers; and I ſtill hope, that all miſunderſtandings may be removed, and Europe continue to enjoy the ineſtimable bleſſings of peace: I think nevertheleſs, that, in the preſent ſituation of affairs, it is expedient that we ſhould be in a reſpectable ſtate of defence at home."

" *Gentlemen of the Houſe of Commons,*

" I will order the eſtimates for the enſuing year to be laid be-
" fore you. It is a matter of real concern to me, that the im-
" portant conſiderations which I have ſtated to you muſt neceſ-
" ſarily be followed by great expence: I doubt not, however,
" but that my faithful Commons will readily and cheerfully
" grant me ſuch ſupplies, as the maintenance of the honour of
" my Crown, the vindication of the juſt rights of Parliament,
" and the public welfare ſhall be found to require."

" *My Lords and Gentlemen,*

" In this arduous conteſt I can have no other object but to
" promote the true intereſts of all my ſubjects. No people
" ever enjoyed more happineſs, or lived under a milder govern-
" ment, than thoſe now revolted provinces: the improvements
" in every art, of which they boaſt, declare it: their numbers,
" their wealth, their ſtrength by ſea and land, which they
" think ſufficient to enable them to make head againſt the
" whole power of the mother-country, are irrefragable proofs
" of it. My deſire is to reſtore to them the bleſſings of law
" and liberty, equally enjoyed by every Britiſh ſubject, which
" they have fatally and deſperately exchanged for all the cala-
" mities of war, and the arbitrary tyranny of their chiefs."

Adminiſtration appeared to ſtand on ſure ground. As the motions for the addreſſes on his Majeſty's ſpeech from the throne, and indeed all the principal motions in both Houſes throughout the ſeſſion of Parliament, had been decided by conſiderable majorities in their favour, they had no doubt, but that the plans they ſhould propoſe for carrying on the war, or for conciliating peace with the revolted colonies in North America, would be adopted. The ſum total voted by the Commons this ſeſſion, amounted to 12,895,543l.*

The immenſe depredations of the enemy's cruizers greatly alarmed the trading part of the nation. The value of the captures

* See Note 53.

tures which they had already made, was eſtimated at the enormous ſum of one million ſterling. To afford proper protection to commerce, ſixteen ſail of the line, and a great many frigates and ſloops, were therefore put in commiſſion: and on the 6th of February a bill was paſſed, empowering the Lord Commiſſioners of the Admiralty to grant commiſſions, and letters of marque and repriſal, to the owners or maſters of private ſhips, and authoriſing them to take and make prizes of all veſſels, having on board goods or effects belonging to any of the thirteen revolted American colonies.

An attempt was made in Parliament, by that illuſtrious patriot and ſtateſman the Earl of Chatham, to effect a reconciliation between the Mother-country and her North American Colonies. His motion contained a propoſal for making a ſeaſonable conceſſion on the part of Britain, which might conciliate the affections of the revolted Americans, and diſpoſe them to return to their allegiance. This meaſure he preſſed upon the Houſe, from the critical ſituation in which he beheld his country. He painted her in the moſt glowing colours, as tottering on the brink of ruin; and averred, that the preſent was the only moment that remained, for preventing an intended union between our American colonies and our natural enemies. He predicted, that as ſoon as our rapidly declining ſtrength was ſufficiently weakened, ſuch a junction would be effected, and that it would be productive of conſequences fatal to the proſperity and ſafety of the Britiſh Empire. Happily, in this particular, his prediction has not been verified: but it was on a different footing that the Miniſtry oppoſed his motion. They contraverted every aſſertion he had made with reſpect to the ſtate of the American colonies and of Europe; but experience ſoon ſhowed, that in this conteſt they had been uniformly in the wrong. Their opinions however, or rather their influence, prevailed: and the propoſed plan of conciliation was rejected in the Houſe of Peers, by a majority of ninety-nine, including twenty-three proxies, againſt twenty-eight, including two proxies.

The

The plan formed by Adminiſtration, for the enſuing campaign in North America, appears to have been, to make at the ſame time three grand attacks on the revolted colonies, with very conſiderable and well appointed armies. By theſe means, it was hoped, that the enemy's force would be ſo divided, as to render it unable to reſiſt the King's troops with effect. The firſt of theſe attacks was to be conducted by General Howe, who, with a great part of the army under his command, was directed to proceed from New York, and endeavour to gain poſſeſſion of the city of Philadelphia. The fleet under Lord Howe was ordered to aſſiſt him in this expedition, and to prevent the northern from ſending any ſuccour by ſea to the ſouthern colonies. The ſecond army was to march from Canada, under the command of Lieutenant-General Burgoyne; and by means of Lake Champlain and Lake George, and the Hudſon's river, to penetrate to Albany: after which, if it ſhould receive orders to that effect, it was to form a junction with the Commander in Chief. To make a diverſion in favour of this armament, to ſecond its operations, and to diſtract the enemy's attention as much as poſſible, General Clinton, who was to be left at New York with a third army, was to ſend up the North or Hudſon's river a ſtrong detachment, to attack the enemy's ſettlements on its banks, to oblige them to detach forces to oppoſe its progreſs, and if poſſible to form a junction with General Burgoyne. Lord Howe was to leave a conſiderable detachment of his fleet at New York, the commander of which had inſtructions to aſſiſt General Clinton in the excurſions he ſhould make up North River.

It is but doing juſtice to his Majeſty's Miniſtry to acknowledge, that they were very aſſiduous in taking every meaſure that could enſure ſucceſs to their plans. Unfortunately, however, the fleets with the reinforcements of recruits, and the neceſſary ſtores of every kind, were long detained in England by contrary winds. Few alterations were made in the different naval commands. Commodore Sir Edward Vernon was ſent out, in the Rippon, to take upon him the command of his Majeſty's

Majeſty's ſhips and veſſels in the Eaſt Indies.* On the 28th of April, in purſuance of his Majeſty's order, the following promotion of flag-officers took place, viz. Rear-Admirals of the Blue, the Honourable John Byron, and Auguſtus John Earl of Briſtol, to be Rear-Admirals of the White; and Captains George Mackenzie, Matthew Barton, Eſqrs. and Sir Peter Parker, Knt. were promoted to be Rear-Admirals of the Blue.

Lieutenant-General Clinton having come home on his private affairs in the beginning of laſt winter, his Majeſty, in token of his approbation of his ſervices, was pleaſed, on the 11th of April, to inveſt him with the Military Order of the Bath, previous to his return to North America. On his voyage thither, he was accompanied by Major-General Charles Grey.

NORTH AMERICA.

The detail of naval and military operations in North America this campaign, will commence with the proceedings of the northern army under General Burgoyne, until it had advanced acroſs Lake George. When the ſeverity of the weather had put a ſtop to the military operations on the frontiers of Canada laſt year, General Burgoyne returned to England to concert meaſures with his Majeſty's Miniſters, and to lay before them a plan he had projected for the Canadian army during the preſent campaign. This army was accordingly put entirely under his orders: and as ſoon as the ſeaſon would permit, he embarked on board his Majeſty's ſhip Apollo, and arrived at Quebec the 6th of May. The ſame day, a fleet of tranſports, with ſtores and recruits for his army, alſo reached that place. The General immediately repaired to Montreal, and took the command of the army, which he afterwards divided into three unequal bodies.† One of theſe, under Sir Guy Carleton, was allotted to the defence of the province. The largeſt part was to act under himſelf. The third and ſmalleſt, conſiſting of detachments from different corps, ſome provincial troops, and ſome

* See Note 54. † See Note 55.

ſome tribes of Indians under Sir John Johnſon, was put under the command of Colonel Barry St. Leger, who was appointed to act as a Brigadier-General. This officer was ordered to proceed, with his motley corps, up the river St. Lawrence and acroſs Lake Ontario to Oſwego; from thence, by Wood creek and the Mohawk river, to endeavour to make himſelf maſter of Fort Stanwix, and to penetrate by Schenectady to Albany. General Burgoyne's deſign in planning this expedition was, that by attacking the enemy and obliging them in ſelf-defence to remain at home, it might prevent them from obſtructing his progreſs, by detaching againſt him the militia of a large tract of country.

By the great foreſight of Governor Sir Guy Carleton and Sir Charles Douglas of the navy, ſuch ample means were provided for eſcorting the army acroſs the Lakes, that as ſoon as the neceſſary arrangements were made, General Burgoyne found it an eaſy matter to embark his troops at Cumberland Point, and proceed over Lake Champlain. In this expedition, he was well ſeconded by Captain Lutwidge of the Triton, who was appointed to take the command of all his Majeſty's ſhips and veſſels on the Lakes.* Having diſembarked his men at Crown Point, he remained there a few days, making the neceſſary preparations for moving againſt Ticonderago, where the enemy were poſted in great force. That he underſtood his inſtructions, to effect a junction with Sir William Howe, not to be diſcretionary but peremptory, is evident from the following extract from the orders he gave his army at Crown Point, June 30th: "The army embarks to-morrow to approach the "enemy. The ſervices required of this particular expedition "are critical and conſpicuous. During our progreſs occaſions "may occur, in which nor difficulty, nor labour, nor life, are "to be regarded. This army muſt not retreat." The actual ſtrength of his army amounted to eight thouſand ſeven hundred and ſeventy-three men; his park of artillery conſiſted of ten pieces, viz. two light twenty-four pounders, four medium twelve

* See Note 56.

twelve pounders, two eight inch howitzers, and two royal howitzers. The field train, that accompanied the army, conſiſted of four medium twelve pounders, two light twenty-four pounders,* eighteen light ſix pounders, ſix light three pounders, two eight inch howitzers, four five and a half inch howitzers, two eight inch mortars, and four royals. A much larger train of artillery was intended to have gone along with it, but from the impoſſibility of tranſporting them, they were otherwiſe diſpoſed of.† When the enemy learned that the Britiſh armament was approaching, convinced that their force on Lake Champlain was unable to contend with his Majeſty's fleet, they retired to Ticonderago. General Burgoyne accordingly met with no oppoſition; and after a pleaſant voyage landed at Crown Point, where he halted three days, to bring up the rear of the army, to eſtabliſh magazines and the hoſpital, to obtain intelligence of the enemy, and to make all the neceſſary arrangements. On the 30th of June, he ordered the advanced corps, conſiſting of the Britiſh light-infantry and grenadiers, the 24th regiment, ſome Canadians and ſavages, and ten pieces of light artillery, under the command of Brigadier-General Fraſer, to move from Putnam creek, where they had been encamped ſome days, up the weſt ſhore of the Lake to Four-mile Point, ſo called from being within that diſtance of the fort of Ticonderago. The German reſerve, compoſed of the Brunſwick chaſſeurs, light-infantry, and grenadiers, under Lieutenant-Colonel Breyman, were at the ſame time advanced upon the eaſt ſhore. On the 1ſt of July, the whole army made a movement towards Ticonderago, the right wing going up the weſtern ſhore, and the left wing keeping pace with it by the eaſtern ſhore. Brigadier Fraſer's corps occupied the ſtrong poſt called Three-mile Point on the weſt ſhore; the right wing of the army encamping at Four-mile Point on the weſt; and the left on the oppoſite ſhore. The Royal George and Inflexible frigates, with

* The light twenty-four pounders were of a conſtruction lighter by eight hundred weight than medium twelves, and to all intents and purpoſes field-artillery. Vide General Burgoyne's Narrative, page 14.

† See Note 57.

with the gun-boats, were anchored juſt without the reach of the enemy's batteries. The reſt of the fleet had been for ſome time without their guns, that they might aſſiſt in carrying proviſions acroſs Lake Champlain.

The General had now an opportunity of reconnoitring the poſition of the rebels, and obſerved them poſted in the following manner. A brigade occupied the old French lines, upon the height northward of the fort of Ticonderago. Theſe lines were in good repair, and had ſeveral intrenchments behind them, calculated chiefly to guard the N.W. flank, which was ſuſtained by a blockhouſe. About a mile to the weſt of theſe works, they had ſaw-mills protected by a blockhouſe: and at the entrance of Lake George there was another blockhouſe, near to which was an hoſpital, upon the right of the French lines, and between them and the old fort were two new blockhouſes, and a conſiderable battery cloſe to the water's ſide.

The inſurgents had beſtowed great attention on Mount Independence, and had eſtabliſhed a very ſtrong poſt there. The Mount is high and circular; and upon the ſummit, which is plain, they had erected a ſtar fort made with pickets, and well ſupplied with artillery, having a large ſquare of barracks within it. On the foot of the Mount, which projects conſiderably into the water, they had a ſtrong intrenchment, on which were mounted ſome heavy artillery pointing down the Lake, flanking the battery above-mentioned, and ſuſtained by another battery about half-way up the Mount. This remarkable hill is directly oppoſite to and higher than that on which the fort of Ticonderago is built. It is ſituated on a point, having on the weſt ſide the river flowing from Lake George; on the eaſt Wood creek, which leads to Skeneſborough; and in its front, or north ſide, the river which connects Lakes George and Champlain. Between this poſt and Ticonderago was a large and ſtrong wooden bridge of communication, which was ſupported by twenty-two ſunken piers of large timber, at nearly equal diſtances. The ſpaces between them were filled by ſeparate floats, each about fifty feet long and twelve feet wide, ſtrongly

ſtrongly faſtened together by chains and rivets, and alſo fixed to the ſunken piers. Before this bridge was a boom, made of very large pieces of round timber, bound together by rivetted bolts and double chains, made of iron an inch and a half ſquare. The ſouth ſide of the Mount is remarkably ſteep: and the height of Ticonderago concealed the bridge.

On the ſecond of July, about nine in the morning, a ſmoke was obſerved towards Lake George: and the Indians brought in a report, that the enemy had ſet fire to their farther block-houſe and abandoned the ſaw-mills; and that a conſiderable body of their troops were ſeen advancing from their lines, towards a bridge upon the road which led to the right of the Britiſh camp. A detachment of the advanced corps, under Brigadier Fraſer, ſupported by a brigade from the line and ſome artillery, under the command of Major-General Phillips, were ordered to march immediately towards Mount Hope, which lies to the north of the lines, to reconnoitre the enemy's poſition, and to take advantage of any poſt which they might abandon, or from which they might be driven.

The Indians under Captain Fraſer, ſupported by his company of markſmen, were directed to make a circuit to the left of Brigadier Fraſer's line of march, and to endeavour to cut off the retreat of the enemy. Through the impetuoſity of the ſavages, this deſign miſcarried. They began too ſoon to attack the enemy in front, by which means they had time to make good their retreat, with very little loſs. Major-General Phillips took poſt, with the troops under his command, on Mount Hope, and thereby cut off the Americans from all communication with Lake George.

On the 3d of July, that Mount was occupied by the corps under the command of Brigadier Fraſer, which was reinforced with the firſt brigade of Britiſh, and two entire brigades of artillery; the ſeveral corps were puſhed on ſo as to inveſt the poſt of Ticonderago: Major-General Reideſel advanced on the eaſt to Three-mile Point, and the reſerve of his corps took poſt near a rivulet, on the eaſt ſide of Mount Independence. The

enemy

enemy cannonaded the camp on Mount Hope, and that of the German reſerve, moſt part of the day; but without doing them any material injury.

On the 4th, the army worked hard in completing their communications, and in bringing up artillery, tents, baggage, and proviſions. During theſe operations, the enemy kept up a furious cannonade, by which they expended a great deal of ammunition to no purpoſe: and to which no return was made. The Thunderer radeau, with the battering train and ſtores, arrived this day, having been warped up from Crown Point; and the landing of the artillery immediately commenced.

Lieutenant Twiſs, the commanding engineer, having been ordered to reconnoitre Sugar Hill, which is ſituated to the ſouth-weſt of the fort of Ticonderago, reported, that it had the entire command of the works and buildings, both of that Fort and of Mount Independence; that the ground might be levelled ſo as to receive cannon; and that a road to convey them, though difficult, might be made practicable in twenty-four hours. This hill alſo commanded in reverſe the bridge of communication, and afforded ſo complete a view of the enemy's veſſels and ſituation, that during the day they could make no material movement or preparation undiſcovered, and that even their numbers might be counted. The importance of this poſt had not been overlooked by the enemy, who had held a council upon the expediency of poſſeſſing it; but relinquiſhed the deſign from an idea, that to eſtabliſh a corps in force upon it was impracticable. General Burgoyne was of a contrary opinion: and after receiving Lieutenant Twiſs's report, he began with all poſſible expedition to eſtabliſh a ſtrong poſt there, and to erect a battery for heavy cannon and eight inch howitzers. With ſuch activity was this arduous work carried on, that in the courſe of the next day, the battery was ready to open upon the enemy. On obſerving the rapidity of his advances, their Commander in Chief called a Council of War, who, fearing that their retreat might be cut off, and that they might at laſt be compelled to ſurrender at diſcretion,

adopted

adopted the reſolution of abandoning all their works, ſpiking their cannon, and retiring with all poſſible ſpeed to their firſt poſts at the ſouth end of Lake George. General Burgoyne had, in the mean time, fixed his quarters on board the Royal George, as a centrical ſituation equally near to both wings of his army, which were ſeparated by the river that joins that Lake with Lake Champlain. Early in the morning of the 6th, he was informed by an officer ſent to him by Brigadier Fraſer, that the enemy were retreating, and that he, having left orders with his brigade to follow him as quickly as poſſible, was advancing with the piquets of his corps to purſue them by land. General Burgoyne, on thus diſcovering the deſign of the Americans, took immediate poſſeſſion of Ticonderago, and cauſed the Britiſh colours to be diſplayed on its fort. Repoſing entire confidence in the prudence and good conduct of General Fraſer, he left that officer to proſecute ſuch meaſures by land, as he might deem expedient: but, as he had received intelligence, that the enemy had embarked a column of their army on board two hundred and twenty batteaux, and were retiring towards Skeneſborough, under the protection of their armed gallies, he determined to purſue them by water.

Commodore Lutwidge, and the officers and men under his command, with their characteriſtic activity and courage, immediately moved forward with the gun-boats againſt the enemy's boom, and with great dexterity and diſpatch cut one of the intermediate floats. Thus, in an hour and a half, they opened a paſſage ſufficient for the frigates, notwithſtanding all the impediments which, with infinite labour, the enemy had conſtructed to render it impracticable. While theſe operations were going on, Major-General Reideſel, had paſſed to Mount Independence with the corps of Breyman and part of the left wing: and was directed to ſuſtain Brigadier-General Fraſer, or to act more to the left, as circumſtances might require. The ſixty-ſecond regiment, and two regiments of Brunſwickers, were left at Ticonderago and Mount Independence, in place of detachments of Brigadier-General Fraſer's corps, which had

taken poſſeſſion of theſe forts and ſtores when the enemy abandoned them. Theſe, with the reſt of the army, were ordered to follow up the river, as they could be collected, without regard to the reſpective places of their corps in the line.

About three in the afternoon, General Burgoyne, with the Royal George and Inflexible, and the beſt ſailing gun-boats and batteaux, arrived at South Bay, within three miles of Skeneſborough; where the enemy were poſted in a ſtocaded fort on the top of a hill, and their armed gallies at the falls below.

The foremoſt regiments, viz. the ninth, twentieth, and twenty-firſt, inſtantly diſembarked, and aſcended the high hill, with an intention of burning the fort, and cutting off the retreat of the enemy: but their precipitate flight prevented this deſign from being put into execution. The enemy, having previouſly prepared combuſtible materials, had ſet fire to the fort, mills, ſtorehouſes, and batteaux; and the party which performed that ſervice immediately followed the main body of their troops, which had retired when the Britiſh regiments began to aſcend the hill. A great quantity of proviſions, and ſome arms, were of courſe conſumed; and a large proportion of their officers' baggage was either burnt, deſtroyed, or taken. The gun-boats and frigates proceeded to Skeneſborough falls; where Captain Carter, with part of his brigade of gun-boats, immediately attacked the rebel fleet with ſuch impetuoſity, that two of them were ſoon compelled to ſtrike, and the other three were blown up. The loſs which the enemy ſuſtained in the different attacks this day was never exactly known. About thirty priſoners were made, among which were two wounded officers. Brigadier-General Fraſer, with his corps and ſome of the moſt advanced regiments, continued in purſuit of the enemy's troops on the road to Caſtleton, till one o'clock; having marched in a hot day from four in the morning. During their march, they picked up a good many ſtragglers; from whom they learned, that the rear guard of the rebel army was compoſed of choſen troops, and commanded by a Colonel Francis, who was eſteemed

ed one of their beſt officers. While the men were refreſhing themſelves, Major-General Reideſel with a corps of Germans came up: and arrangements having been made for continuing the purſuit, Brigadier Fraſer again moved forward with the Britiſh. During the night, they lay upon their arms in a very advantageous ſituation.

Early in the morning of the 7th of July, Brigadier Fraſer began his march, and about ſix o'clock came in ſight of the enemy's ſcouts, who after firing on our troops, retired to their main body. The Brigadier obſerving a conſiderable height unoccupied by the enemy, which commanded their left, ordered the light-infantry to take poſſeſſion of it; and the enemy perceiving his intention, diſpatched a corps with ſimilar orders. Both met near to the ſummit, when a ſhort action commenced; but the Americans were ſoon routed and forced to retire. Near Huberton they were conſiderably reinforced, and made a ſtand, forming in excellent order. As ſoon as Brigadier Fraſer reconnoitred this diſpoſition, he attacked them with great judgment and vigour; but as they were more than double his number, they maintained their ground. Major-General Reideſel, who preſſed to come in for a ſhare of the glory of the day, arriving to his aſſiſtance, and taking the enemy in flank, they gave way and fled on all ſides; leaving at leaſt two hundred men killed upon the ſpot. Among theſe was Colonel Francis, their commander. Major Robert Grant, who commanded the Britiſh van guard, was alſo killed. The enemy had beſides, near ſix hundred men wounded, moſt of whom periſhed in the woods for want of aſſiſtance; and one Colonel, ſeven Captains, ten ſubalterns, and two hundred and ten men were made priſoners. Their numbers before the action, by report, exceeded two thouſand men, ſtrongly poſted; while the corps that Brigadier Fraſer was able to bring into the field, did not exceed eight hundred and fifty men. On the ſame day, (July 7th) reports having been brought to General Burgoyne, by the country people about Skeneſborough, that part of the enemy's army were ſtill retreating towards Wood creek, he detached

the 9th regiment to take poſt near Fort Anne, and to obſerve their motions. This was effected with much difficulty, the roads being bad and the bridges broken down. The General employed the remainder of the troops he had with him all that day and night, in dragging fifty batteaux over the falls, to facilitate the movement of the reſt of the firſt brigade to diſlodge the enemy at Fort Anne.

The day following, (July 8th) the General received a letter from Lieutenant-Colonel Hill, who commanded the 9th regiment, informing him, that the enemy had been reinforced in the night by a conſiderable body of freſh troops; and that he would not retire before them with his regiment, but would maintain his ground. He therefore ordered the two remaining regiments of the firſt brigade, under Brigadier-General Powell, to quicken their march: and upon receiving farther intelligence of the great force of the enemy, he directed the 20th regiment alſo to advance, and ſent Major-General Phillips, with ſome pieces of artillery, to take the command. Unluckily, a moſt violent ſtorm of rain, which laſted the whole day, retarded the march of theſe corps, and prevented them from reaching Fort Anne ſo ſoon as was intended. This circumſtance afforded the ninth regiment an opportunity of diſtinguiſhing itſelf, by maintaining its ground, and by fighting and repulſing a body of the enemy's troops ſix times its numbers. Colonel Hill gained great honour by his conduct in this action. The enemy finding, that after repeated attacks they could not force the 9th regiment in front, endeavoured to ſurround it; and from their great ſuperiority in numbers, much was to be apprehended from this attempt: but the Colonel prevented them from executing their purpoſe, by changing his ground, with the greateſt calmneſs and bravery, in the very heat of action. The enemy after perſevering in the attack for three hours, were totally repulſed with great loſs, and fled towards Fort Edward. When they retreated, they ſet fire to Fort Anne; but left in good repair a ſaw-mill and blockhouſe, which was afterwards poſſeſſed by the King's troops. In this action, the 9th regiment

ment took about thirty priſoners, ſome ſtores and baggage, and the colours of the Hampſhire regiment. The remains of the enemy's army from Ticonderago reaſſembled from various parts at Fort Edward.

As General Burgoyne's army was much fatigued, many of his troops having wanted proviſions, and almoſt all of them their tents and baggage for two days, he ordered it to halt on the 9th and 10th of July. As ſoon as they were ſufficiently refreſhed for reſuming their labours, he employed them in opening roads to facilitate their march towards the enemy; and in clearing Wood creek of fallen trees, ſunken ſtones, and other obſtacles, that might obſtruct the paſſage of his batteaux, in which he was to convey his artillery, ſtores, camp equipage, and proviſions. The garriſon which he had left at Ticonderago was buſily occupied in getting gun-boats, batteaux, and proviſion veſſels into Lake George, for the purpoſe of removing a part of the army, which had been ordered to advance by that route to eſcort the principal magazines. His intention was to aſſemble his whole force at Fort Edward.

Wood creek ceaſes to be navigable at Fort Anne, which lies about ſeventeen or eighteen miles from Fort Edward. Even this ſhort diſtance abounds in natural obſtructions, to which the aſſiduity of the enemy had added many artificial impediments. To overcome theſe, ſo much preparation, time, toil, patience, and perſeverance were neceſſary, that though the rebels had retired with the principal part of their forces, it coſt this very active and victorious army, emulous of enterpriſe, and in high ſpirits, the labour of fifteen days to reach their deſtination. Beſides the obſtacles of felled trees, which in this woody country were every where at hand to obſtruct the road, frequent natural marſhes and numerous creeks of water intervened. Before they could paſs theſe, they were obliged to conſtruct forty new bridges, and to repair others. One made of log-work croſſed a moraſs two miles in extent.

At this time, the enemy were much diſpirited from the ſevere checks they had received, and were not in a condition to

give General Burgoyne any material interruption on his march. Perhaps too, they were intimidated by the body of savages which attended the British army. Some little skirmishing frequently happened, in which they were uniformly obliged to retire; but these advantages were not obtained without loss of men to the victorious party.

General Burgoyne had very powerful reasons for preferring this direct but laborious route to Fort Edward, to one which was much more easy though very circuitous. He could, without doubt, have returned down South River from Skenesborough to Ticonderago, embarked his army there on Lake George, rowed to the head of the lake, and landed it near Fort George; a fort erected on the site on which Fort William Henry formerly stood, and from which there is a waggon road to Fort Edward. He objected however to this route, because its length and its retrograde direction might damp the ardour of troops flushed with victory, and in pursuit of a flying enemy; and allow the latter time to recover from their panic, and prepare for resistance. Besides, after the fatigue of a tedious voyage, his troops might be opposed in landing, and perhaps detained by the necessity of besieging Fort George; or if its garrison should perceive them marching directly to Fort Edward, fearing that its retreat would infallibly be cut off, it might abandon its post, and by retiring to that fort, reinforce the enemy.

Every thing happened as General Burgoyne had foreseen. General Schuyler, who commanded the enemy's troops at Fort Edward, where he had been endeavouring to collect the militia, although now joined by General St. Clair with the remains of his army from Ticonderago, upon finding that the British troops were advancing by the way of Fort Anne, thought proper to abandon Fort Edward and retire to Saratoga, which he did about the end of July; Fort George having been previously evacuated, after burning all the vessels they had upon Lake George, by which the navigation of it was left entirely free: and by the time General Burgoyne's army reached Fort Edward, a great embarkation of provisions, stores, and all sorts of necessaries,

ceſſaries, had arrived from Ticonderago at Fort George, at the upper end of the lake, for the uſe of the King's troops.

From this time, the expedition under the command of General Burgoyne ceaſes to be a conjunct one, and conſequently his future operations do not properly fall within the deſign of this work. But as its unfortunate concluſion had a very conſiderable influence on the fate of the American war, the cataſtrophe which attended it ſhall be related in its proper place. In the mean time, our attention is called to the opening of the campaign at New York, and to the expeditions which were there undertaken, in the view of ſeconding General Burgoyne's operations.

NEW YORK.

THE reader was informed, that at the cloſe of laſt campaign, his Majeſty's forces retained but a ſmall part of the Jerſies, Staten and Long Iſlands, together with the city of New York, York Iſland, and the iſlands in its vicinity. During the winter, Sir William Howe was buſily employed at New York in forming ſeveral provincial corps, which included refugees of all denominations, conſiſting of Americans, Britiſh and Iriſh, who, for their loyalty, had been obliged to abandon their poſſeſſions in America, and to ſeek protection from the King's forces. Theſe new levies amounted to ſeveral thouſand men, and were placed, during their temporary ſervice, upon the ſame footing as to pay, ſubſiſtence, and cloathing, with the eſtabliſhed regiments in the royal army. As a farther encouragement to the private men and non-commiſſioned officers, they were, at the end of the war, to be entitled to certain proportions of land, according to the rank which they might then hold. This meaſure was fraught with ſound judgment, and proved of the greateſt ſervice to many of his Majeſty's faithful ſubjects. Beſides adding a very conſiderable ſtrength to the royal army, it afforded a preſent proviſion to many who had loſt their all in this unhappy conteſt, and gave them a proſpect

of ſome permanent recompence when the troubles ſhould be at an end. As ſome time would be requiſite to complete theſe new corps in diſcipline, ſo as to render them fit for field ſervice, the General placed them in the city of New York and adjacent iſlands, which enabled him to withdraw moſt of the old regiments hitherto employed in the defence of theſe places. Governor Tryon, who already in his civil capacity commanded the militia, and who had taken the utmoſt pains in its eſtabliſhment, was now, by the Commander in Chief, placed at the head of the new levies, under the title and rank of Major-General of the Provincials.

When General Waſhington had eſtabliſhed his winter-quarters in the Jerſies, a brigade of Britiſh, and ſome companies of grenadiers and light-infantry, were drawn from Rhode Iſland, and ſent to ſtrengthen the corps under the command of Earl Cornwallis. This was done with a view of enabling his Lordſhip, without weakening too much the poſts of Brunſwick and Amboy, to make a movement, when the weather ſhould prove favourable, againſt the enemy poſted at Morriſtown. Lieutenant-General Clinton having gone to England, Earl Percy, during the winter, commanded the troops at Rhode Iſland, which conſiſted of one troop of the 17th light dragoons, one brigade of Britiſh, and two of Heſſians; but as he alſo returned to Britain before the opening of the campaign, this command devolved on Major-General Preſcot, who ſerved under him.

While both armies remained in winter-quarters, there were frequent ſkirmiſhes between the foraging parties of the rebels, and the detachments employed in eſcorting proviſions to the King's troops cantoned in the Jerſies. In theſe rencounters, the former were generally defeated. One of them deſerves to be particularly mentioned. A party of the forty-ſecond regiment, which was eſcorting ſome forage waggons from Brunſwick, was attacked by a great number of the rebels: Sir William Erſkine marched a detachment to their relief, and taking a poſition which placed the Americans between two fires,

obliged

obliged them to retreat in great confuſion, leaving between three and four hundred dead upon the ſpot. A conſiderable number of the inſurgents having appeared on the heights above the light-houſe at Sandy Hook, Major Gordon, with two hundred men, landed behind them, attacked and defeated them; killing ſeveral, and taking ſeventy-four priſoners. This check obliged them to abandon all that part of the county of Monmouth, which they had previouſly occupied.

The rebels on the Weſt Cheſter ſide of New York collected all the militia they could draw together from that diſtrict, and from the New England provinces, and marched with theſe towards King's Bridge, in hopes of being able to overrun the iſland of New York. So confident were their expectations of ſucceſs, that they had provided empty waggons to carry off the plunder. When they appeared before Fort Independence, they ſent a ſummons to the Commandant to ſurrender; but he refuſed to comply with it, and ordered his cannon to be fired upon them. On obſerving ſoon after this, that General Knyphauſen, who commanded at that end of the iſland, was aſſembling his troops to attack them, they fled with precipitation and diſperſed.

The rebels were buſy during the winter in erecting mills and collecting magazines, both of which they were careful to place as far as poſſible, out of the reach of his Majeſty's ſea and land-forces. Some of their principal magazines were formed in a very mountainous tract of country, called the Manor of Courtland, about fifty miles up the North River from New York, and not far from a place called Peck's-kill, where they had conſtructed barracks, large ſtorehouſes, and alſo a wharf, at which they landed whatever they found neceſſary to bring down the river. The magazines at this place and its vicinity were repreſented to Sir William Howe to be of ſuch magnitude, as to juſtify him in ſending a great force againſt them; but he conſidered, that before ſuch force could be got in readineſs to proceed, the rebels would have notice of his deſign, and either remove the ſtores beyond his reach, or reinforce their

their poſt ſo ſtrongly as to make him pay too dear for his ſucceſs. He therefore determined to attempt Peek's-kill by ſurpriſe; and for this purpoſe, ordered a detachment of five hundred men from the line to embark in tranſports, giving the command of them to Lieutenant-Colonel Bird of the fifteenth regiment. Lord Howe ſent along with them Captain Ferguſon, in the Brune frigate, attended by the Dependence and another galley, properly fitted for the occaſion. They ſailed from New York on the 22d of March, and arrived off Peek's-kill the 23d. The inſurgents ſuppoſed the force under Colonel Bird to be much greater than it really was; and as ſoon as they ſaw him preparing to diſembark, retired about two miles into the mountains, to a ſtrong paſs which commanded the road that led to ſome of their mills and principal magazines. Not having ſufficient time, before their retreat, to remove their ſtores, they ſet fire to their barracks and ſtorehouſes, and thereby rendered uſeleſs the only wharf at which any effects could be ſhipped. The troops accordingly landed without oppoſition; and the Colonel finding it impoſſible to bring off any part of the enemy's magazines, increaſed the conflagration, by which all the ſtorehouſes, with their contents, and a large pile of barracks, were completely conſumed.* Conſidering the enemy's mills and depoſits as beyond his reach, as ſoon as this ſervice was performed, he re-embarked the troops; and after deſtroying ſeveral ſmall craft laden with proviſions, returned to New York.

The activity and courage diſplayed on this exploit, did great credit to Lieutenant-Colonel Bird and Captain Ferguſon. Its effects however fell far ſhort of General Howe's expectations. He had been led to believe the enemy's magazines to be of much greater magnitude than they really were, and therefore to entertain hopes of materially impairing, by this blow, their reſources for the approaching campaign. On diſcovering his miſtake, he reſolved to make another effort to deſtroy the magazines, which by the beſt information he could procure, the rebels

* See Note 58.

rebels had eſtabliſhed at the town of Danbury, and other places on the borders of Connecticut contiguous to Courtland Manor. An expedition was accordingly ſet on foot; the plan of which was ſaid to have been deviſed by Governor Tryon. He was ſanguine in his hopes, that this plan would not only ſecure all the advantages ariſing from the deſtruction of the enemy's magazines, but alſo afford to the loyal inhabitants of the country, who were held in reſtraint by the ſuperiority of the rebel forces, an opportunity of joining the King's troops. Sir William Howe therefore conferred on him the command of the land-forces, and put under him two active and able officers, Brigadier-Generals Agnew and Sir William Erſkine. The military deſtined for this ſervice, conſiſted of detachments from the 4th, 15th, 23d, 27th, 44th, and 64th regiments, the Prince of Wales's American Volunteers, a provincial corps commanded by Colonel Brown, about a dozen of men belonging to the 17th regiment of light dragoons, and a detachment from the regiment of artillery, having with them ſix field-pieces. The conduct of the naval department of this enterpriſe was aſſigned to Captain Duncan, of his Majeſty's ſhip Eagle, who had under him the Senegal and Swan ſloops of war, and other ſmall craft proper for ſuch a ſervice.

The troops being embarked in tranſports, ſailed from New York, paſſed through the Sound, and on the evening of the 25th of April arrived off Norwalk, a town in the province of Connecticut, about twenty miles ſouth of Danbury. As they were quite unexpected, they immediately landed without oppoſition; and by ten o'clock that night began their march for Danbury, which they reached next day about two o'clock in the afternoon. The few rebel troops that were in the place fled on the approach of the King's forces, and gave the alarm to the country people, who immediately took to arms. General Tryon being informed, that it was the enemy's intention to endeavour to cut off his retreat on his return to Norwalk, made all poſſible diſpatch in obeying his orders: and as no carriages could be procured to bring off any part of the magazines which the

inſurgents had formed at Danbury, he was under a neceſſity of ſetting them on fire. In the progreſs of the flames, the town was unavoidably burnt. Early on the 27th, the detachment was put in motion, and took the road for Ridgefield. While the General was executing his orders at Danbury, the enemy's Generals Wooſter, Arnold, and Silliman, having haſtily arrived from different quarters, exerted themſelves to collect all the militia of the neighbouring diſtricts, and took every meaſure that ſo ſhort a time allowed, to interrupt and retard the march of the King's forces, until a ſufficient number of rebel troops ſhould arrive, to ſupport them in the deſign they had formed of cutting off their retreat. The firſt of theſe officers hung upon the rear of the detachment; while General Arnold, by making a little circuit and croſſing the country, gained their front, and actually poſted himſelf in the village of Ridgefield. The Britiſh troops however continued their march, although at every eminence they found a corps of the rebel militia to oppoſe them. Theſe they always defeated, though not without encountering violent oppoſition. In one of theſe ſkirmiſhes, General Wooſter was mortally wounded; exhibiting a diſplay of youthful valour at the age of ſeventy. The detachment approached Ridgefield about noon: but General Arnold, who had arrived there about an hour before them, had his men buſily employed in throwing up intrenchments to cover his front. General Tryon loſt no time in attacking them with his field-pieces, which did conſiderable execution, as their newly thrown up works, unable to withſtand the effects of cannon, yielded them little protection. The troops ruſhing on, the rebels were forced to give way. General Arnold in this action diſplayed the greateſt courage. His horſe was ſhot under him, within a ſhort ſpace of the foremoſt of the Britiſh ranks; but diſengaging himſelf with great dexterity, he drew a piſtol and ſhot dead the ſoldier who was running to plunge his bayonet into his body, and followed his troops who had been compelled to retire.

General Tryon remained at the village of Ridgefield during the

the night, and resumed his march early next morning. The enemy who, in the mean time, had been considerably reinforced with troops and some field-pieces, harrassed his detachment exceedingly on its march. When at last, after a number of skirmishes, they reached the Hill of Compo, contiguous to the place of embarkation, the rebels with more determined spirit than ever attacked the King's troops; who, facing about, gave them a most severe fire, which they followed up by charging with the bayonet. This had the desired effect: the enemy, who suffered much, were unable to withstand this shock, retired, and left the troops to embark without farther molestation.

The King's forces were much exhausted by so long a march: and, although they had carried along with them sixty rounds of powder and ball, their ammunition was nearly expended. Their loss, however, was not so great as might have been expected, considering the length of their march, and their frequent combats, with constantly increasing numbers, during all its progress. In these conflicts the enemy had one General, three Colonels, a great many inferior officers and soldiers killed, and a proportional number wounded.* And the loss they sustained by the destruction of their military stores, could not fail of being very sensibly felt.

Soon after the return of the troops from this expedition, the rebels had learned that the British Commissaries had been for sometime employed at the east end of Long Island, in procuring forage, grain, and other necessaries, for the use of the army at New York; that the greatest part of these had been put on board of small vessels lying in Sagg harbour; and that there was only a guard of one hundred soldiers at the place, and an armed schooner of twelve guns to protect the harbour. Considering the practicability of destroying a magazine so weakly defended, General Parsons, who commanded their forces at Newhaven in Connecticut, ordered a detachment of two hundred men to attack it: and gave the command of them to Lieutenant-Colonel Meigs, an officer of merit, who, last year, had signalized

* See Note 59.

ſignalized himſelf in General Arnold's expedition againſt Quebec. About one o'clock in the afternoon of the 3d of May, the Colonel with his party embarked at Guildford in eleven whale-boats; and at the ſame hour of the following morning, landed about three miles from Sagg harbour. Having made the proper diſpoſitions for attacking in five different places, he marched forward with the greateſt order and ſilence, till he was within twenty yards of the King's troops. He then directed ſome of his men to advance with fixed bayonets, upon the different barracks, guards, and quarters of the ſoldiers, while the reſt took poſſeſſion of the brigs, ſloops, and other veſſels lying at the wharf. The alarm ſoon became general, and an inceſſant fire of grape and round ſhot was kept up for an hour, by the armed ſchooner of twelve guns, which lay within one hundred and fifty yards of the wharfs.

So complete was the ſurpriſe, that notwithſtanding the utmoſt efforts of the ſchooner, his party burnt all the veſſels at the wharfs, killed or made priſoners all the men belonging to them, deſtroyed about one hundred tons of hay, large quantities of grain, and ten hogſheads of rum, beſides other goods; and made priſoners all the ſoldiers ſtationed in the place. With ſuch diſpatch did Colonel Meigs perform this ſervice, that he returned to Newhaven with his detachment and ninety priſoners, by two o'clock in the afternoon of the 25th of May.

Though the ſeaſon was now arrived when the army ſhould take the field, Sir William Howe was unable to commence his military operations, for want of tents and field equipage. All that he could attempt was, to encamp the corps under the command of Lord Cornwallis in the Jerſies, on both ſides of the Rariton, on the hills near Brunſwick, which commanded that river and its communication with Amboy. In this encampment, they were obliged to have recourſe to the hard expedient of uſing their old tents.

This delay proved of great advantage to the Americans. The different ſtates had been unable to furniſh the reſpective quotas of men and arms, which Congreſs had appointed them to raiſe; and

and many of the militia, who had principally carried on the operations of the winter, had returned home; their time of ſervice being expired. Others, indeed, more generous, or more ſanguine in the common cauſe, being informed of the danger to which their army would be expoſed, if they ſhould all take their departure before the arrival of the expected reinforcements, ſtill remained with General Waſhington and the other commanders. About this time, the rebels began to feel the good effects of having ſent Dr. Franklin to France. He arrived at Nantz in December, and immediately negociated with ſome of the moſt wealthy merchants there, on terms very advantageous to them, for a ſupply of arms, cloathing, and military ſtores of all ſorts; and knowing that the revolted colonies were in the greateſt diſtreſs for want of arms, he ſent them a large ſhip, which, early in the month of March, arrived at Portſmouth in New Hampſhire, with three hundred and ſixty-four cheſts, containing about twelve thouſand ſtand of arms. She brought them alſo, a thouſand barrels of gunpowder, eleven thouſand gun-flints, forty-eight bales of woollens, and a ſmall quantity of handkerchiefs, cottons, linens, and other articles. Nor was this the only piece of good fortune attending the cauſe of the diſaffected. The ſouthern colonies were in almoſt as much diſtreſs for want of arms as the northern ones; and in the moſt critical time, another veſſel arrived from Nantz, having on board for their uſe, ten thouſand ſtand of ſmall arms, and other military ſtores. Theſe ſeaſonable ſupplies enabled the different provinces to arm what men they had raiſed, and to march them to join General Waſhington. Having received theſe reinforcements, he thought himſelf ſtrong enough to leave Morriſtown about the end of May. Accordingly advancing within a few miles of Brunſwick, he took poſſeſſion of the hilly country about Middle-brook. The ſtrength of his poſition was more formidable than his numbers; for, including the corps under the command of Major-General Sullivan, (who lay at a ſmall diſtance from him), his corps of artillery, and one hundred and eight cavalry, his army on the ninth

ninth of June, amounted to no more than ſeven thouſand two hundred and ſeventy-one men. There is little wonder that with ſo ſmall a force his Generals, at a Council of War held at this time, reſolved to act entirely on the defenſive.

For a conſiderable time, the reinforcements of men to the enemy's army came in very ſlowly, eſpecially from the northern colonies, who were then under great apprehenſions of an invaſion from Canada, and uncertain where the blow would fall. Albany, Rhode Iſland, and Boſton, were full of terrors. The laſt had peculiar cauſe of alarm, becauſe its port was full of Britiſh prizes, which alone rendered it an object of importance; and the deteſtation and abhorrence of the mother-country was levelled principally againſt its inhabitants, as the chief leaders in the revolt of the colonies.

As the ſeaſon advanced, the horrors of a winter's campaign were forgotten; the levies which the rebels were making went on briſkly, and their army in the Jerſies daily increaſed in numbers, the men regarding the hardſhips which military ſervices in winter always bring along with them, as evils at a diſtance are commonly viewed.

It was the 13th of June before Sir William Howe was enabled, by the arrival of the ſtoreſhips and recruits, to take the field with his army. After leaving a ſtrong garriſon in New York, he encamped his troops in view of the enemy. Day after day, accompanied by his beſt officers, he explored the ſituation of the rebel army, and the different poſts they occupied: but he found them ſo well intrenched, and all the avenues leading to them ſo ſtrongly defended by a numerous artillery, that to make a direct attack upon them, was an enterpriſe of too much difficulty to be hazarded. On the one hand, the loſs attending it muſt be very great, and its ſucceſs uncertain; while, on the other, the loſs which the enemy might ſuſtain could be but very trifling: their retreat was ſecure and eaſy, to a country ſtill ſtronger than that which they now occupied, and Generals Gates, Arnold, and Parſons, were on the

the banks of the North River with a conſiderable body of troops, ready to croſs over to the aſſiſtance of General Waſhington in caſe of need.

In vain did Sir William Howe uſe all his endeavours to draw the Commander in Chief of the enemy's army from his ſtrong hold; but he was too ſenſible of its advantage to be allured from it, whilſt the Britiſh army continued in his neighbourhood. The ſeaſon was now advancing very faſt: and either ſomething muſt be done here, or another plan muſt be tried to obtain poſſeſſion of the city of Philadelphia. Sir William therefore determined to feign a retreat; and executed this device with ſuch apparent precipitation, as might have deceived a greater adept in the art of war than his opponent. On the 22d of June, he cauſed the whole of his army to retire towards Amboy. This movement produced the effects for which the General ſo anxiouſly wiſhed. His army was immediately purſued by large bodies of the enemy, under the command of Generals Maxwell, Lord Stirling, and Monſieur Conway. The latter had been a Colonel in the Iriſh Brigade, who, with many more in the French ſervice, had come to take an active part againſt Great Britain in the American conteſt.

When at Amboy, Sir William Howe, by proſecuting meaſures preparatory to his embarkation for Philadelphia, which was not foreſeen or ſuſpected by the enemy, completely miſled General Waſhington. He ordered the bridge which was prepared for his croſſing the Delaware, to be thrown over the channel that ſeparates the continent from Staten Iſland. The heavy baggage and all the incumbrances of his army were paſſed over to the iſland, eſcorted by ſome troops; every preparation was making for the paſſage of the reſt of the army, and the General had gone to New York. Intelligence of all theſe proceedings was ſoon conveyed to General Waſhington; who, after judging from appearances, and weighing every circumſtance, was convinced that the retreat of the Britiſh army was real and not pretended, and that it muſt have proceeded from an idea of the ſuperiority of the American forces. This imagination, with

other concurrent circumſtances, ſerved for a while as a blind to Mr. Waſhington's uſual penetration, made him lay aſide the caution with which he commonly acted, and led him to believe, that when he gave orders to his troops to quit the hilly country, he was purſuing a flying enemy. Deſirous of being earer his advanced corps to ſuccour them in caſe of need, he quitted his ſtronghold, and took poſt near to Quible town.

The Britiſh General now thought he had nearly gained his point, and therefore determined to endeavour to get between General Waſhington and the mountains, and if poſſible, to force him to a general action on his own terms. If he ſhould retreat, he would then try to cut off ſome of his principal detachments, and be at hand to take advantage of whatever might occur. He accordingly returned immediately to Amboy; and on the 26th of June put his army in motion, advancing towards the enemy. The column led by Lord Cornwallis was ordered to take a conſiderable circuit to the right, and by turning the enemy's left, to obtain poſſeſſion of ſome paſſes in the mountains, which, by their ſituation and command of ground, would have reduced the rebels to a neceſſity of abandoning that ſtrong camp, which had hitherto afforded them ſo great ſecurity. His Lordſhip having diſperſed ſmaller advanced parties of the enemy, fell in at laſt with the corps commanded by Lord Stirling, conſiſting of near three thouſand men, ſtrongly poſted in a woody country, and covered by ſome artillery, very judiciouſly diſpoſed. This corps lay directly in his way, and ſeemed determined to maintain its ground. Lord Cornwallis therefore inſtantly made a diſpoſition of his troops for attacking it. In advancing to action, there aroſe ſuch an emulation between the Britiſh and Heſſian ſoldiers, that all the obſtacles which had been thrown in their way immediately yielded to their impetuoſity. Unable to withſtand the ſhock, the enemy were routed on all ſides, their cannon taken, and a great many of their men killed, and left on the field. They were purſued as far as Weſtfield; but the thickneſs of the woods and the intenſe heat of the day, rendered the purſuit of little avail.

In

In the mean time, General Washington having received information of the routes which the British army had taken, and of the fate of the corps under Lord Stirling, soon penetrated into Sir William Howe's plan: and finding that he had been duped, resolved to remedy his errors while it was yet in his power. He therefore quitted the plains, and marching with the utmost speed, was so fortunate as to regain and secure the passages in the mountains; the want of which would have exposed him to the necessity of a critical change of position, which could not have been executed without the greatest hazard.

Sir William Howe finding, that the caution and prudence of General Washington had rendered his schemes abortive, and that he adhered too firmly to his plan of acting on the defensive, to be induced to hazard a general engagement, by any other means than some very clear and decided advantage, resolved to change the theatre of the war; and, agreeably to his instructions, to endeavour to obtain possession of Philadelphia and the southern colonies. To proceed from Amboy to the Delaware, through a country entirely hostile, and with such a force as the enemy had in his rear, appeared to the British Commander highly improper; and the season was so far advanced, that no time was to be lost. He therefore returned with his army to Amboy, on the second day after its expedition against General Washington, and on the next, passed it over to Staten Island, (29th of June). Here he embarked in transports, such corps as he designed to take with him to the southward,* amounting to thirty-six British and Hessian battalions, including the light-infantry and grenadiers, with a powerful artillery, a provincial corps called the Queen's Rangers, and a regiment of light dragoons. Seventeen battalions, with a regiment of light dragoons, (one troop excepted) a proportional detachment of artillery, and the remainder of the provincial corps, were left at New York and the adjoining islands, under the command of Lieutenant-General Sir Henry Clinton. Rhode Island was occupied by seven British and Hessian battalions, one troop of

* See Note 60.

the 17th dragoons, and a detachment of artillery, commanded (after the capture of Major-General Preſcot) by Major-General Pigot. Lord Viſcount Howe commanded the fleet that eſcorted and was to act in concert with the army under Sir William Howe: Rear-Admiral Sir Peter Parker commanded the ſquadron ſtationed at Rhode Iſland; as did Commodore Hotham that ſtationed at New York. Major-General Maſſey commanded the troops at Halifax and in Nova Scotia; and Sir George Collier, the King's ſhips and veſſels on that ſtation.*

When Sir William Howe was ready to put to ſea from Sandy Hook, he received a piece of intelligence which gave him very great uneaſineſs. It was, that on the 10th of July, a ſmall party of the enemy, led by a Colonel Barton, an officer of conſiderable merit, had come in a few whale-boats from Providence, and unperceived by the guard-boats of the fleet, landed about midnight near the quarters of Major-General Richard Preſcot, who then commanded the King's troops on Rhode Iſland: and that they had proceeded with ſuch dexterity and ſilence, as to ſurpriſe the General and his aid-de-camp, make them priſoners, and convey them ſafely, through all the perils that lay in their way, to the continent. This exploit excited much exultation on the part of the enemy, and more regret on the other ſide than it merited.

So many and ſo various are the preparatory ſteps to ſet on foot an expedition of ſuch magnitude, as that projected by Sir William Howe to the ſouthward, that notwithſtanding all the diligence exerted by the Admiral and himſelf, with the aid of the crews of a great number of the tranſport ſhips, it was the 23d of July before the armament was enabled to depart from Sandy Hook.

To perplex General Waſhington as much as poſſible, and to conceal the real deſtination of this expedition, Sir William Howe ordered ſome tranſports, with a ſhip (cut down) to act as a floating battery, to proceed up North River a little before the embarkation was completed. This feint ſo far ſucceeded, that

* See Note 61.

that it induced the rebel General to detach a conſiderable body of troops from his army acroſs that river.

The ſailing of this grand fleet excited a general alarm throughout the continent of North America. Boſton, the North River, the Delaware, the Cheſapeak, and even Charleſtown, were alternately ſuppoſed to be the objects of it. For a conſiderable time, General Waſhington was quite at a loſs how to proceed. He was continually diſpatching to different parts of the country expreſſes upon expreſſes, with accounts of his ſuſpicions, and with directions to put thoſe places in the beſt poſture of defence. Many corps and detachments of his troops were marched and countermarched, according to the intelligence conveyed to him. This perplexity evinced the advantage and propriety of proceeding with the troops by ſea; ſince thereby it was impoſſible for him to diſcover preciſely, where the blow would be ſtruck. He was accordingly obliged to remain in his preſent poſition, with the greateſt part of his troops: and if the King's army had been fortunate enough to have had a quick voyage, and to have been landed in the Delaware, they might have made conſiderable progreſs, nay, perhaps attained the ultimate object of their deſtination, before he could have been in a condition to oppoſe to them any effectual reſiſtance. In this event, his caution and prudence would have availed him little; becauſe their progreſs might have deprived him of the choice of poſts, by which he had hitherto avoided a general action.

As ſoon as General Waſhington was certainly informed, that the Britiſh fleet were obſerved to ſtand very far up the Cheſapeak, immediately forming a conjecture of Sir William Howe's intention, he detached General Gates to Connecticut with ſome troops, and ſent a train of artillery, and ſome infantry, to join Major-General Arnold, with orders for him to proceed with all poſſible diſpatch to Saratoga, to oppoſe the Britiſh army under Lieutenant-General Burgoyne. With the remainder of his army, he immediately marched acroſs the Jerſies, croſſed the river Delaware, and repaired to Philadelphia,

that he might be at hand to oppoſe Sir William Howe, who had left directions to Lieutenant-General Clinton at New York, to do every thing in his power, either to effect a junction with the army under Lieutenant-General Burgoyne; or, if that could not be done, to make ſuch powerful diverſions up the North River, as would compel the enemy's General acting againſt him to weaken his army, by ſending conſiderable detachments to oppoſe their progreſs. The operations in the neighbourhood of New York, and thoſe conducted by Sir Henry Clinton and the officers under his command, ſhall be the firſt objects of our attention; the narration of the ſequel of the expedition from Canada will immediately follow; and after that, the detail of the proceedings of the grand armaments under the two Commanders in Chief.

The troops ſtationed on Staten Iſland, under the command of Major-General John Campbell, having frequently made irruptions into the Jerſies and brought off cattle, General Sullivan, who commanded the enemy's forces in theſe parts, determined to retaliate by making an attack upon that iſland. He accordingly ſelected upwards of two thouſand of his beſt men for this ſervice, having under him Brigadier-Generals Smallwood and de Bore. For carrying their deſign into execution, they had fixed on the 22d of Auguſt: when, after ſettling all their arrangements, they embarked their troops at Amboy and Elizabeth-town in whale-boats, hoping to perplex the Britiſh General, by landing at once on three different places. The party under General Sullivan was to be joined, ſoon after landing, by General Smallwood and his corps, and to proceed directly to Richmond. By means of this junction, they confidently expected, that they ſhould ſucceed in cutting off about three thouſand provincials in the King's ſervice. It fortunately happened, however, that General Sullivan's plan was not clearly underſtood by his ſubordinate general officers. Accordingly, after waiting in vain for the junction of General Smallwood's corps, he was obliged to march for Richmond without them. General Smallwood had at firſt ſome ſucceſs, having defeated and taken

a part

a part of Colonel Lawrence's provincial battalion; but hearing nothing of General Sullivan, he employed his time in embarking his priſoners for the continent. This gave leiſure to the Britiſh Commandant to collect a force ſufficient to drive the enemy off the iſland. General Campbell accordingly ſent expreſſes to all the different commanding officers, directing them to maintain their poſts to the utmoſt extremity; and informing them, that he was haſtening with troops to their relief. The enemy now made all poſſible haſte to eſcape. Their rear guard was attacked with great ſpirit by a corps of loyal provincials, under Lieutenant-Colonel Dunkin, who engaged them for almoſt half an hour; when Lieutenant-Colonel Campbell, with the 52d regiment and ſome field-pieces, came to his aſſiſtance. The cannon being directed againſt their boats, all that remained on ſhore, amounting to one hundred and fifty, were glad to ſurrender priſoners of war. From another part of the iſland, General de Bore got off to Amboy; as did General Sullivan, who gained very little credit among his countrymen by this exploit. His only trophies were about thirty gentlemen whom he had made priſoners. Though moſt of theſe were quakers, and were not in arms, but had retired to this ſpot to avoid the calamities ever attendant on a civil war, he called them Tories, and ſent them to the Congreſs at Philadelphia.

In this attempt on Staten Iſland, many of the enemy were killed and wounded, and two hundred and fifty-nine of them were made priſoners; among whom was one Lieutenant-Colonel, three Majors, two Captains, and fifteen inferior officers.

Sir Henry Clinton deſirous of performing ſome effectual ſervice, with the forces intruſted to his command at New York, had, with this view, planned an irruption into the Jerſies. Ignorant as yet of the particulars of Lieutenant-General Burgoyne's progreſs, but informed that Sir William Howe had effected his landing at the head of Elk river, he judged, that by preventing the enemy from ſending reinforcements to their troops who oppoſed theſe commanders, ſuch a movement might at this time prove critical in aſſiſting both armies. If he ſhould

meet with reſiſtance, the force which he intended to aſſemble for this expedition was ſo great, that he had nothing to dread from any number that could probably be collected to act againſt him: or if he ſhould be ſuffered to proceed unmoleſted, he might avail himſelf of that advantage, by endeavouring to obtain a ſupply of live cattle for the uſe of the army under his command. He accordingly made his arrangements for this expedition; and fixed on the 12th of September, as a proper time for landing his troops at four different places. One party, conſiſting of the 7th, 26th, and 52d regiments, the Anſpach and Waldeck grenadiers, and three hundred loyal provincials, under Brigadier-General Campbell, were deſtined for Elizabeth-town Point. A ſecond, compoſed of two hundred and fifty recruits of the 71ſt regiment, and ſome convaleſcents, with two pieces of cannon, under Captain Drummond, were to land at Schuyler's ferry. A third, comprehending Captain Emmerick's chaſſeurs, five companies of grenadiers and light-infantry, the 57th and 63d regiments of Britiſh, the Heſſian regiment of Prince Charles, and five pieces of very light artillery, commanded by Major-General Vaughan, were to ſail for Fort Lee. The laſt, amounting only to four hundred loyal provincials and forty marines, under the orders of Lieutenant-Colonel Campbell, were intended for Tapan.

General Clinton had concerted his plan ſo well, that while the different detachments could have ſupported each other in caſe of need, all of them contributed to forward the general purpoſe of the expedition. On their landing they found the country not altogether deſtitute of defence. There were in it ſome rebel troops, who had a few pieces of cannon: but in the ſeveral ſkirmiſhes with theſe, which occurred in different places, the King's troops had always an eaſy victory. Once, indeed, when very ſtrongly poſted behind a deep ravine, the enemy made ſome ſhew of maintaining their ground; but on obſerving that General Clinton was preparing to attack them in flank, they retired into the woods, and gave him no farther moleſtation. As the weather was threatening to break, and his

his men had no tents or blankets, and as his foraging parties had collected a conſiderable number of cattle, he judged it expedient to return to New York. With this view, he collected his whole force at Newbridge on the 15th: but unwilling to impoſe any unneceſſary hardſhip upon the inhabitants, by depriving them of too many of their cattle, he carried along with him only four hundred, including twenty milch cows for the uſe of the hoſpital, four hundred ſheep, and a few horſes. On the 16th, General Campbell and his corps marched to Bergen-Point, where they embarked for Staten Iſland; and General Vaughan, with the remainder, proceeded to Fort Lee, where they croſſed the North River. The whole reached their former ſtations by two o'clock. During this expedition, General Clinton experienced the greateſt aſſiſtance from the navy, which was always ready, at the ſeveral places where the troops embarked, to give every aid in their power.

No ſooner did General Clinton return to New York, than, agreeably to his inſtructions, he ſet about giving aid to the army under Lieutenant-General Burgoyne, which he ſuppoſed were by this time on their way from Lake George, and approaching the Hudſon's river. As ſoon therefore as Major-General Robertſon, after an uncommonly tedious paſſage from England, had arrived, with about two thouſand recruits and a great ſupply of ſtores, he embarked upwards of three thouſand men, with the deſign of attacking Forts Montgomery and Clinton. Theſe two forts, ſeparated from one another only by a creek, over which there is a bridge of communication, are ſituated about ſixty miles above New York, on the weſt ſide of Hudſon's or North River, which they were intended to command. Commodore Hotham having made the neceſſary naval arrangements, the flat-boats and batteaux proceeded from New York, on the 3d of October, to Spikedevil creek, in three diviſions, under the naval Captains Pownall, Jordan, and Stanhope: Captain Pownall having the direction of the whole. A body of eleven hundred troops, who had been embarked that evening, proceeded to Tarrytown, where they landed at day-break,

break, and occupied the adjoining heights. A ſecond diviſion, of nearly the ſame number, marched at the ſame time from King's Bridge; and travelling by land, formed a junction with thoſe who had gone by water. The ſquadron, under Captain Ommaney, had, on the preceding day, moved up the river to receive them. The ſmaller part of this ſquadron, namely the gallies and armed veſſels, which might have occaſion to act ſeparately, were put by the Commodore under the direction of Sir James Wallace; and the benefit both of his knowledge of the river and of Captain Ommaney's, was fully experienced.

The third diviſion of the troops, which embarked in tranſports, ſailed from New York on the morning of the 4th, under convoy of the Preſton; and in the courſe of the tide arrived off Tarrytown. During the ſame night, all the troops aſhore were embarked in the flat-boats and batteaux; and as the wind continued favourable, the whole, with Sir James Wallace's diviſion as an advanced guard, got under way, and reached Vere-Plank's Point at noon the following day. The ſoldiers in the flat-boats were landed immediately without oppoſition, the enemy's troops having retired as they approached, without firing a ſhot, and left a twelve pounder behind them. Sir James Wallace, with his diviſion, was then diſpatched higher up the river, to cut off the enemy's communication with the country by Peek's-kill ferry. By day-break on the 6th, all the troops, except about four hundred left to ſecure Vere-Plank-neck, were diſembarked on the oppoſite ſhore at Stony-Point, from which they had to march about twelve miles, through a mountainous and rugged road, to Forts Clinton and Montgomery. The ſhips and tranſports then moved ſtill higher up, and anchored oppoſite to Peek's-kill landing.

In the afternoon, the advanced ſquadron and the two frigates got under ſail, and opened a fire upon Fort Montgomery, with a view only to make an appearance, and thereby to cauſe a diverſion in favour of the attack, which had then commenced.

As ſoon as the troops were landed on Stony-Point, General Clinton arranged them in the following order. The front diviſion,

viſion, conſiſting of the 52d and 27th regiments, Loyal Americans, New York volunteers, and Emmerick's provincial chaſſeurs, amounting to about nine hundred men, under the command of Lieutenant-Colonel Campbell, who had under him Colonel Robinſon of the provincials, were put in motion in order to occupy the paſs of Thunder-hill. After paſſing that mountain, it was to proceed by a circuit of ſeven miles round the hill, until it ſhould get cloſe to the rear of Fort Montgomery. The ſecond or centre diviſion, which was compoſed of the grenadiers and light-infantry, 26th and 63d regiments, one company of the 71ſt regiment, one troop of diſmounted dragoons, and the Heſſian chaſſeurs, making in all about twelve hundred men, commanded by Major-General Vaughan, was ordered to march towards Fort Clinton, and to cover the corps under Lieutenant-Colonel Campbell. It was directed to co-operate with him, to get cloſe to the rear of Fort Clinton, while he got behind Fort Montgomery; and if any misfortune ſhould happen, to cover the retreat. The rear diviſion, conſiſting of the Royal Fuzileers and Tromback's Heſſian regiment, under the command of Major-General Tryon, was to occupy the paſs of Thunder-hill, and to keep open the communication with the fleet.

From the many extraordinary difficulties which the firſt diviſion had to encounter on their march, in the courſe of which every natural obſtruction was aided and increaſed by all that art could invent, it was five o'clock in the evening before it reached its deſtination: but as the corps under General Vaughan was in readineſs, the attack on both forts immediately commenced. As the enemy were well prepared, and their works ſtrong, they made an obſtinate defence. Nothing, however, could withſtand the ardour of the royal troops; and every corps came in for its ſhare of glory. The gallies fired into Fort Montgomery, at the very time when Lieutenant-Colonel Campbell aſſaulted it on the land ſide. He was unfortunately killed by the enemy's firſt fire: but Colonel Robinſon, who ſhewed himſelf worthy to ſucceed ſo brave an officer, perſever-

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ed in the attack until he became maſter of the place. Fort Clinton is ſituated on a circular height, defended by a line for muſquetry, with a barbed battery of three guns in the centre, and flanked by two redoubts. The approaches to it were through a continued abbatis of near four hundred yards in length, defenſive in its whole courſe, and expoſed to the fire of ten pieces of cannon. Major-General Vaughan led on his men to the attack of this fort with great ſpirit; and although it was defended with reſolution, their ardour overcame every difficulty. The corps under Major-General Tryon gave all poſſible aſſiſtance to the aſſailants; and by eight o'clock in the evening, both forts were in their poſſeſſion.

The royal army in this conflict ſuffered little in point of numbers, compared to what might have been dreaded from a ſervice ſo ſevere; but the loſs of many excellent officers was much to be lamented.* About a hundred of the enemy were ſuppoſed to be killed and wounded; and two hundred and fifty were made priſoners. Their loſs in other reſpects was immenſe.

About ten o'clock at night, they ſet fire to their two ſhips, the Montgomery and Congreſs, ſome gallies and other armed veſſels, with all their cannon and ſtores on board. Beſides their forts, ſhips, and cannon, a ſloop of ten guns was taken.† Every article belonging to their laboratory, which was in the greateſt perfection, other ſtores, ſuch as port-fires, match-harneſs, ſpare gun-carriages, tools, inſtruments, a large quantity of proviſions, and the boom and chain which ran acroſs the river from Fort Montgomery to St. Anthony's Noſe, and which is ſuppoſed to have coſt 70,000l.‡ fell into the hands of the conquerors. Another boom, near Fort Conſtitution, which muſt likewiſe have coſt much money and labour, was rendered uſeleſs.

On the 7th, General Clinton and Commodore Hotham ſummoned

* See Note 62. † See Note 63.

‡ This chain was of moſt excellent workmanſhip; it was ſent to England, and from that to Gibraltar, where it was of great uſe in protecting the ſhipping at the moles.

ſummoned Fort Conſtitution to ſurrender; but the fort fired on their flag: on which they reſolved to chaſtiſe its garriſon for their inſolence. For this purpoſe, they cauſed ſome troops to be embarked, under the command of Major-General Tryon, who, together with the gallies and armed veſſels, under Sir James Wallace, were ordered on the 8th to proceed on this ſervice. But when they reached the fort, they found that the enemy had evacuated it in much confuſion, having burnt their ſtorehouſes; but left their cannon unſpiked. The Commodore immediately ſent orders to Sir James Wallace to proceed higher up the river, and if poſſible to find a paſſage through the chevaux de friſe, between Polypus iſland and the main.

Early in the morning of the 10th, General Clinton detached Major-General Tryon, with Emmerick's chaſſeurs, fifty Yagers, the Royal Fuzileers, and the regiment of Tromback, with two three pounders, to deſtroy one of the enemy's ſettlements called Continental Village. The General ſucceeded in this expedition: and having burnt barracks for fifteen hundred men, and ſeveral ſtorehouſes and loaded waggons, he rejoined General Clinton by ten o'clock the ſame night.

On the 14th of October, the General ſent Major-General Vaughan, with a body of troops in batteaux, eſcorted by Sir James Wallace's ſquadron, higher up the river, againſt the town of Kingſton, vulgarly called Eſopus, where it was reported the enemy had very conſiderable ſtores. They arrived off that place in the morning of the 15th: and finding that the inſurgents had thrown up trenches, and made every diſpoſition to annoy them, the General deemed it expedient to attack them, before they ſhould have time to ſtrengthen their works, or to collect reinforcements. He therefore landed his detachment immediately, and aſſailed their batteries. Having driven them from their works, and ſpiked and deſtroyed their guns, he advanced directly to the town; at the entrance of which he found a body of men, with ſmall arms and artillery, drawn up to oppoſe him. Inſtantly attacking them with ſpirit, he routed them, and ſeized their cannon. On entering the town, the

the enemy fired on his men from their houſes; on which, he gave orders to ſet the town on fire: and it was entirely conſumed, together with a conſiderable quantity of military ſtores.

During this tranſaction, Sir James Wallace deſtroyed all the enemy's ſhips except an armed galley, which run up the creek.

After this ſervice was performed, General Clinton finding that a junction with General Burgoyne's army was impracticable, returned with the Commodore and the combined armament to New York. On his arrival there, in conſequence of orders which he had received from Sir William Howe, he embarked the recruits lately come from Britain for the regiments ſerving with the Commander in Chief, and ſent them to join the army at Philadelphia. They were accompanied by Major-General Leſlie, (who had recovered from a broken leg,) and by Brigadier-General Pattiſon, who was to take command of the artillery in room of Brigadier-General Cleavland, who had obtained leave to return to England.

It will now be proper to direct our attention to the progreſs of General Burgoyne's operations, as far as they fall within the deſign of this work.

Congreſs had little reaſon to be well pleaſed with the conduct of their General Officers, appointed to defend the frontier againſt which he acted. Moſt of them were ordered either to be tried by Courts-martial, or to attend Congreſs and give an account of their conduct. Major-General Arnold, who had behaved with ſuch intrepidity at Ridgefield, was appointed to take the command of the army oppoſed to General Burgoyne, until the arrival of Major-General Gates, who was nominated to the chief command. When General Arnold joined his army, he ordered it to fall back from Saratoga to Still Water, a place conſiderably nearer to the influx of the Mohawk into the Hudſon's river. This movement was intended to check the progreſs of the little army under the command of Brigadier-General St. Leger, who, according to the information which he had received, was advancing by the firſt of theſe rivers.

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By this well chofen ſituation, he greatly quieted the minds of the inhabitants, which had been much agitated by the dread of our Indian allies; who made the approach both of General Burgoyne and St. Leger to be viewed with horror, and the Britiſh army to be deteſted in this part of America.

General Burgoyne arrived at Fort Edward about the end of July: and from this time to the 30th of Auguſt, his army was continually employed in collecting an adequate ſtore of proviſions and ammunition, and in bringing forward ſome batteaux from Fort George to the firſt navigable part of Hudſon's river, a diſtance not exceeding eighteen Engliſh miles. The intenſe heat of the weather, and the ſteepneſs of the roads in ſome parts, with their very bad repair, rendered their toil oppreſſive and their progreſs ſmall and ſlow. Of the horſes, which had been ſupplied by contract in Canada, through various delays and accidents, attending ſo long and intricate a combination of land and water carriage, ſcarcely one-third had arrived: and in all the country through which his army had marched, as well as in that in which it was now encamped, he had been able, by his utmoſt exertions, to collect only fifty teams of oxen. Theſe reſources, wholly inadequate to the purpoſe of forming ſuch a magazine as might enable him, according to his inſtructions, to advance and attain the object of the campaign, were ſcarcely more than ſufficient to ſubſiſt his army from day to day. The very heavy rains, which fell at this time, greatly increaſed his difficulties. Indeed, the impediments to the ſervice were ſo various and ſtubborn, that after the greateſt efforts for fifteen ſucceſſive days, he had not above four days proviſions in ſtore, or more than ten batteaux.

In the midſt of theſe unceaſing embarraſſments, he received intelligence, that Brigadier-General St. Leger had arrived before Fort Stanwix; againſt which he was conducting his operations. He inſtantly and clearly ſaw the great advantages, which might eventually reſult from a rapid forward movement of his army, at this critical juncture. If the enemy ſhould detach a body of forces to oppoſe Brigadier St. Leger, they would be thereby

thereby placed between two fires: if the Brigadier ſhould prove ſucceſsful, he might be enabled to attain the object of his campaign by puſhing forward the Canadian army to Albany; or, if the inſurgents ſhould ſtill perſiſt in oppoſing that deſign, they muſt ſtand an action, and if defeated, croſs the Hudſon's river, and retire into the New England provinces.

The propriety of the movement was evident: but the difficulty, which was great indeed, lay in finding means to carry it into execution. To ſecure a daily ſupply of proviſions to the army, it would be neceſſary to eſtabliſh a chain of poſts all the way between it and Fort George. As it advanced, this diſtance muſt daily increaſe, while theſe poſts would neceſſarily become more numerous, and their ſituation liable to many variations. From an army, greatly reduced by many battles, and by exceſſive fatigue, it was impracticable to ſpare ſo many men as the execution of this meaſure would require. Beſides, every ſupply of proviſions, would require a ſtrong party to eſcort it. This would continually diminiſh his force; and if the enemy ſhould carry any one of his poſts, the chain of communication would be broken, his ſupplies cut off, and his whole ſcheme rendered abortive. Nor did this ſeem to be an improbable event, when he conſidered the great numbers of troops which they had already aſſembled to oppoſe him, and which were hourly increaſing.

General Burgoyne was therefore reduced to the alternative, either of deviſing ſome other means of procuring a ſupply of proviſions, or of abandoning his deſign. He had learned, that the New England provinces furniſhed the rebels with moſt of their ſupplies of live cattle, which paſſing the upper part of the Connecticut river, took the route by Manchester and Arlington, until they reached their grand depot at Bennington; from which they were conveyed to their army as occaſion required. As this place lies not above twenty miles from Hudſon's river, he formed a ſcheme of ſending a force to take from their depot, ſuch a ſupply of cattle, as would enable him to advance with his army in the manner projected. If this enterpriſe

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ſhould ſucceed, it could not fail to diſtreſs the enemy, and to oblige them, either to detach a body of troops to reinforce their poſt at Bennington, or to fall back to Albany for ſupplies.

On the 13th of Auguſt, the General therefore detached Lieutenant-Colonel Baum, with a corps of ſix hundred men,* attended by near one hundred Indians, to Bennington. Written inſtructions, drawn up with great judgment, were delivered to that officer: and if attention had been paid to theſe, the misfortune which befel his detachment might have been avoided. On the 14th, the army moved up the eaſt ſhore of Hudſon's river; a bridge of rafts was formed, over which the advanced corps paſſed, and encamped at Saratoga: Lieutenant-Colonel Breyman was poſted near Button-hill, and was directed, with the corps† which he commanded, to be in readineſs to reinforce Lieutenant-Colonel Baum, if further ſtrength ſhould be found requiſite.

The Lieutenant-Colonel's march was ſoon diſcovered by the enemy: and General Stark, who commanded on the part of the inſurgents in that country, prepared, with all the forces he could collect, to cut off his detachment. Colonel Baum was deceived, by truſting to a number of people, who profeſſed to be friends that they might the eaſier betray him. Finding that the enemy were much ſtronger than he expected, he intrenched himſelf upon the ground which he occupied. On the 16th, he was attacked on all ſides; and after performing prodigies of valour, loſing a number of men, and being himſelf wounded, he and his troops were obliged to ſurrender priſoners of war. He had not neglected to ſend information of his ſituation to Colonel Breyman, who immediately upon receiving it, put his corps in motion to ſupport him; but a heavy rain, which fell at that unlucky moment, ſo effectually retarded their march, that before they could reach Bennington, his party

* Two hundred of Reideſel's diſmounted dragoons, Captain Fraſer's marksmen, the Canada volunteers, and a detachment of provincials, about a hundred Indians, and two light field-pieces.

† The Brunſwick grenadiers, light-infantry, and chaſſeurs.

were entirely diſcomfited. Colonel Breyman finding his efforts thus rendered uſeleſs, returned to the camp at Saratoga.

The rebels were not inattentive to relieve Fort Stanwix. A party of militia, amounting to between eight and nine hundred men, had been collected by a General Harkimer, to attempt to raiſe the ſiege; but General St. Leger, having got early notice of their approach, took meaſures to intercept them. On the 6th of Auguſt, they fell into an ambuſcade, and were routed: General Harkimer and two hundred of his men being killed, and many wounded, the reſt diſperſed. This victory was bought dear by the Britiſh, as their Indian allies had upwards of thirty of their principal warriors killed in the action. So little had they been accuſtomed to ſuſtain ſuch loſſes, that the ſurvivors ſuſpected treachery. A circumſtance which ſerved to confirm them in this ſuſpicion was, that during the heat of the battle, the Commandant of the Fort had made a ſally, in which, beſides doing other miſchief, he was ſo ſucceſsful as in a great meaſure to ſack the Indian camp. From this time, the friendſhip of the Indians to the Britiſh began to abate. They had been allured to this ſervice by the hope of plunder, and by a promiſe that they ſhould not be expoſed to danger; in both of which they were diſappointed. The fort had now no proſpect of relief, and next day General St. Leger ſummoned it to ſurrender, but the Commandant replied, that he would defend it to the laſt extremity. The General's artillery was too light to reduce him ſoon to this ſituation, and he could hope to ſucceed only by ſtarving the garriſon, yet he continued to fire at and to bombard the fort.

No ſooner did General Gates learn the fate of General Harkimer, than he ordered a conſiderable detachment from his army, under Major-General Arnold, to the relief of Fort Stanwix. When that officer had got the length of Schenectady, he found means, by a ſucceſsful device, effectually to accompliſh the ſervice upon which he was employed. He conveyed intelligence to General St. Leger, by a pretended deſerter, that a large body of troops was advancing to the relief of the fort: and

and at the same time, a savage arrived at the Indian camp with similar information. This happened about the 20th of August, when a great desertion of the Indian allies had taken place, and the discontent of the remainder had arisen to such a height, that General St. Leger was doubtful, whether they would not turn their arms against the British troops. He therefore raised the siege on the 22d, and retreated towards Oswego, leaving all his artillery behind him: and General Arnold, having attained the object of his expedition, returned with his detachment to rejoin the rebel army at Still Water; where his bravery was not less conspicuous than it had been on the expedition to Danbury.

Fortune, who had smiled on the operations of General Burgoyne until the unfortunate affairs of Fort Stanwix and Bennington, now began to forsake him; and when he saw such insurmountable difficulties arising from his pushing forward, it is to be lamented, that he thought himself so tied up by his instructions, as to be still obliged to persevere in his endeavours to form a junction with the Commander in Chief. The affair at Bennington had greatly raised the spirits of the New Englanders; and when General Burgoyne advanced to Hudson's river, and had thrown a bridge over it, with a view of attacking the rebel army and forcing his way to Albany, they devised a plan to cut off his supplies, and at the same time to recover the fortress of Ticonderago, and other places which they had lost. While the General found sufficient employment in opposing the efforts of Generals Gates and Arnold, they seized the critical minute to increase his perplexities, by setting on foot an enterprise, which he very little expected. Their means of making this effort were the militia of the upper parts of New Hampshire and Connecticut, which had been assembled with great industry by General Lincoln: and its objects were, to cut off General Burgoyne's communication with Canada, to recover all the forts they had lost, and once more to become masters of the navigation of Lake George. The manner of conducting this plan was left entirely to Ge-

neral Lincoln, who employed in this undertaking, Colonels Brown, Johnſton, and Woodbury; each of whom had a detachment of five hundred men under his command. Theſe officers conducted their operations with ſuch ſecrecy and ſucceſs, that on the 17th of September, they made a ſudden and general attack on the carrying-place at Lake George, Sugar-hill, alias Mount Defiance, Ticonderago, and Mount Independence. The officer commanding the armed ſloop ſtationed to defend the carrying-place, and the officers commanding the poſts at the Sugar-hill and at the portage, were ſurpriſed, and a conſiderable part of four companies of the fifty-third regiment were made priſoners. A blockhouſe, defended by Lieutenant Lord of the 53d regiment, was the only poſt that had time to uſe its arms; and it made a brave defence, till the cannon taken from the ſurpriſed veſſel was brought againſt it, when it was obliged to ſubmit. The rebels ſeized above one hundred and fifty batteaux, ſeveral large gun-boats, and other water craft, and even got poſſeſſion of the old French lines near the fort of Ticonderago, where Brigadier-General Powell commanded; but after twice ſummoning him to ſurrender, they received ſuch an anſwer as they might have expected from a vigilant officer, intruſted with the command of ſo important a poſt. Other means than negociation were attempted to accompliſh their purpoſe: attacks were repeated for four days, but without effect, and they were at laſt obliged to retreat without doing the place any material injury. The Brunſwick regiment of Prince Frederick, and other troops ſtationed on Mount Independence, behaved with great bravery; and there Captain Taylor of the 21ſt, and Lieutenant Bearcroft of the 24th regiments, greatly diſtinguiſhed themſelves. Their preſence was accidental, being on their way to the army from the hoſpital, when, with the artificers in arms, they undertook the defence of an important battery.

A body of the rebels proceeded acroſs Lake George by means of the batteaux they had ſeized; and on the 24th of September, attacked Diamond iſland in two diviſions. From the time that

that the army had croſſed the Hudſon's river, Captain Aubrey, with two companies of the 47th regiment, had been poſted at this iſland, as a better ſituation for the ſecurity of the ſtores at the ſouth end of Lake George than Fort George, which lies on the continent, and is not tenable againſt artillery and numbers. With his little band he not only repulſed the rebels, but getting into the gun-boats which had been left at Diamond iſland to his care, purſued them to the eaſt ſhore, and retook two of their principal veſſels, together with all the cannon. Such was his expedition, that they had time only to ſet fire to the other batteaux, and to retreat over the mountains.

The bridge, compoſed of rafts, which General Burgoyne had thrown acroſs the Hudſon's river, having been carried away by a flood, a new bridge of boats was conſtructed, and the army having then proviſion for about thirty days, paſſed it on the 13th and 14th of September. On the 15th, he began his march towards the enemy at Still Water; but having many bridges to repair, it was the 18th before he reached that place. Having fully reconnoitred the roads and paſſages leading to their works, the General made his arrangements and moved forward on the 19th: and about two o'clock in the afternoon, an obſtinate and bloody battle took place, which continued till ſunſet, when the rebels were forced to retire, and night prevented a purſuit or the capture of many priſoners. The enemy did not move to any great diſtance: their poſition was very ſtrong, and they immediately ſet to work to fortify what they deemed the weakeſt part of their encampment.

General Burgoyne ſoon found, that no advantages would reſult from his victory at Still Water. The inſurgents were ſtill undiſmayed, and their numbers continued to increaſe; ſo that it became expedient to erect ſtrong redoubts, not only to defend the magazine and hoſpital againſt a ſudden attack, but alſo to protect them, if he ſhould find it neceſſary to march the army with the intention of turning the enemy's left flank.

A meſſenger arrived on the 21ſt at head-quarters, with a letter in cyphers from Sir Henry Clinton to General Burgoyne,

informing him of his intention to attack Fort Montgomery in about fourteen days from the date of his letter, which was the 10th of September. The General ſent back the meſſenger that ſame night, with inſtructions to give Sir Henry Clinton the moſt exact account of his ſituation, to ſtate the neceſſity of his making a diverſion to oblige General Gates to detach men from his army; and alſo to inform him, that he intended, if poſſible, to wait favourable events in his preſent poſition, till the 12th of October. In the courſe of the two following days, he ſent off two officers in diſguiſe, and other confidential perſons, by different routes, with verbal meſſages to the ſame effect; and in the mean time, continued to employ as many men as could be ſpared from other duties, in fortifying his camp and watching the motions of the rebels.

To prolong their means of ſubſiſtence as much as poſſible, the General judged it adviſable, on the 3d of October, to diminiſh the ſoldiers' ration: and the army ſubmitted to this reſtriction with the utmoſt cheerfulneſs. The difficulties of a retreat to Canada were plainly foreſeen; and even if this ſhould be effected, his leaving ſuch an army as that which General Gates now commanded, at full liberty to act againſt Sir William Howe, might be productive of dangerous conſequences.

Theſe conſiderations operated powerfully with General Burgoyne, and determined him to abide events as long as poſſible. He reaſoned thus: the expedition which he commanded was evidently meant at firſt to be *hazarded;* circumſtances might require that it ſhould be *devoted;* and a critical junction of Mr. Gates's force with that under Mr. Waſhington, might poſſibly decide the fate of the war: while, on the contrary, the failure of his junction with Sir Henry Clinton, or the prevention of his retreat to Canada, could only be a partial misfortune. In this ſituation, things remained till the 7th of October: when the General having received no intelligence of the expected co-operation, and his intended ſtay at his preſent camp drawing within four or five days of a cloſe, judged it adviſable to make a movement to the enemy's left; not only to diſcover whether there

there were any poſſible means of forcing a paſſage, if it ſhould be found neceſſary to advance, or of diſlodging the enemy for the convenience of a retreat; but alſo to cover a forage of the army, which was in the greateſt diſtreſs from ſcarcity.

The neceſſary arrangements having been made for putting this plan in execution, the army was put in motion: but this was ſoon perceived by the enemy, who were now increaſed to near ſixteen thouſand men, while it was diminiſhed to little more than a fourth part of that number. An action then commenced, which was continued for ſome hours with great obſtinacy: the Britiſh intrenchments were aſſailed by the rebels with the greateſt bravery and ſkill; General Arnold's ſpirit and activity in this action did him great honour; he was however repulſed, and carried off the field wounded. A change of poſition became neceſſary: and the retreat was covered by ſuch corps as could be collected, under the orders of Major-General Phillips and Reideſel. The troops were hard preſſed, but kept in good order. They were, however, obliged to leave behind them ſix pieces of cannon, all the horſes and moſt of the artillerymen; Major Williams, of that corps, was killed in this unfortunate battle.

Scarcely had they entered their camp, when it was ſtormed with great fury; the rebels attacking the lines under a ſevere fire of grape-ſhot and ſmall arms. The poſt of the light-infantry, under the Earl of Balcarras, aſſiſted by ſome of the line, who were ordered to throw themſelves into the intrenchments, was defended with great ſpirit, and the aſſailants, led on by General Arnold, were repulſed; but the intrenchments of the German reſerve, commanded by Lieutenant-Colonel Breyman, who was killed, were carried: and the enemy thereby gained an opening on the right and on the rear of the King's army. Night put an end to the action.

During the night, General Burgoyne took a new poſition with his army, and occupied ſuch ſtrong ground, as prevented the rebels from reaping any immediate advantage from their recent ſucceſs. They were obliged, on the 8th, to change

their poſition; but did not chooſe to renew the attack.

The loſs ſuſtained by the King's army on the 7th was very great in men, as well as officers: among the latter was Brigadier-General Fraſer, who did not long ſurvive a mortal wound which he had received in the action. His death was ſeverely felt by the army, in which he was univerſally eſteemed and regarded, in every reſpect, as a moſt complete and excellent officer. The meaſures purſued by the rebels, during the whole of the 8th, ſhewed the great neceſſity of a retreat to Saratoga; which was executed in the moſt maſterly manner. The army began to march at nine in the evening: the van guard being commanded by General Reideſel, and the rear guard by Major-General Phillips. A heavy rain, and various encumbrances, prevented them from arriving at Saratoga until the evening of the 9th, and their artillery until the next morning.*

General Burgoyne now found, that his perplexities increaſed every hour. The ford over the Hudſon's river was in the poſſeſſion of the enemy, who had poſted a ſtrong corps on the oppoſite ſide to ſecure it: his batteaux, with his proviſions and military ſtores, were preſently attacked, and ſome of them loſt: and he was at laſt obliged to land their cargoes, and to tranſport them up the hill on which his army was now poſted. He made every poſſible attempt to retreat to Fort Edward, and from that to Lake George; but the rebels had become ſo numerous, that they had ſecured all the paſſes and eminences, ſo that after repeated trials, he was compelled to abandon the deſign. To theſe misfortunes it muſt be added, that, beſides the loſs ſuſtained by the King's army in various actions and ſevere ſervice, all the Indians, and almoſt all the Canadians and provincials, had forſaken them and retired to their homes. Thus diſagreeably ſituated, General Burgoyne held frequent conſultations on their critical ſtate, with the General and Field Officers under his command. The enemy's army extended three-fourths of a circle round them; and, from the nature of the ground, it was protected in all parts from attacks. It was therefore

* See Note 64.

therefore determined, that the King's army ſhould take the ſtrongeſt poſition in their power, fortify their camp, and wait until the 13th at night, in anxious hope of ſuccours from their friends.

During this diſagreeable ſuſpenſe the men lay upon their arms: the camp was cannonaded from all quarters, and even rifle-ſhot and grape-ſhot came into every part of the lines, though without any conſiderable effect.

General Burgoyne ordered an exact account of the proviſions to be taken: and on the 13th called a Council of War, which, beſides the General Officers, conſiſted of all the Field Officers, and Captains commanding corps. It appeared to them, that by hard toil, inceſſant effort, ſtubborn action, the defection of the Indians, and the deſertion or timidity of the Canadians and Provincials, a few individuals only excepted, their numbers were reduced to three thouſand five hundred fighting men, not two thouſand of which were Britiſh.* It was alſo found, that even this ſmall remnant of a brave army, had only three days proviſion on ſhort allowance in ſtore; that they were diſappointed in the laſt hope of any timely co-operation from other armies;† and that, deſtitute of the means of retreating

* See Note 65.

† Whatever expectations of co-operation General Burgoyne might have formed, no delay appears to have been made on the part of Sir Henry Clinton. In conjunct expeditions, great allowance ought always to be made for tides, currents, contrary winds, and other incidents, which frequently occur to retard ſuch ſervices. Forts Montgomery and Clinton were taken on the 6th of October, the day before the unfortunate battle at Still Water. Commodore Hotham immediately detached Sir James Wallace up the river, to try if it was poſſible to find a paſſage for the veſſels and boats through the chevaux de friſe, between Polypus iſland and the main, the effecting of which would greatly accelerate their proceedings. To execute theſe orders properly, ſome time muſt be employed in ſounding to diſcover the paſſage, and then in removing the various obſtacles which the enemy had thrown in the way. Theſe operations, even without taking contrary winds into the account, muſt have been the cauſes of conſiderable delay. General Tryon was ſent, on the 8th, againſt Fort Conſtitution; and on the 9th, againſt Continental Village: and it is preſumed, that as ſoon as the navigation of the North River was made practicable, General Vaughan proceeded upward, and joined Sir James Wallace. On the 16th, Eſopus was attacked: but this laſt operation could be of no uſe to the army under General Burgoyne, as the Convention was finally ſettled on the 15th of September.

retreating, they were ſurrounded by ſixteen thouſand men. Under theſe circumſtances, the Council were unanimouſly of opinion, that General Burgoyne ſhould open a treaty with Major-General Gates, and endeavour to obtain the moſt favourable terms of which their preſent ſituation would admit. Accordingly, that evening General Burgoyne diſpatched a flag of truce, with a letter to General Gates: the conſequence of which was, that a Treaty or Convention was entered on next day between the two Generals, the terms of which were finally ſettled and adjuſted on the 15th. By theſe the King's forces, after marching out of their lines with all the honours of war, were to pile and leave their arms, to become priſoners of war, and to be conducted to Boſton in New England, and there exchanged. It would be too tedious to inſert all the particulars, relative to this memorable tranſaction, in the body of this work: the reader will find them, together with the various returns, &c. in the Appendix.* In this tranſaction, much praiſe is due to the generous and compaſſionate conduct of General Gates, who, when the Britiſh army marched out of their camp, agreeably to the terms of the Convention, to pile up their arms at the place appointed, ſo diſpoſed of his troops, that not one under his command was to be ſeen. He had purpoſely drawn them up in ſuch a manner, that they could neither be ſpectators of this humiliating ſcene, nor have it in their power to offer the ſmalleſt inſult to ſoldiers, who had been as much diſtinguiſhed by their bravery, as they now were by their misfortunes.

It is to be lamented, that the ſame ſpirit of honour and generoſity which influenced the conduct of their General, in forming and executing the Convention with the Britiſh Commander, does not appear to have actuated the American Congreſs in their after conduct to the ſurrendered army. They not only failed to perform what the ſpirit of the Convention ſeemed to require; but appeared to forget what was due to the officer, who had conducted their arms to victory and ſucceſs.

* See Note 66.

ceſs. What renders this circumſtance the more remarkable is, that, on other trying occaſions, this body of men had conducted themſelves with wiſdom, fortitude, and probity.

A NARRATIVE OF THE CONJUNCT EXPEDITION AGAINST THE CITY OF PHILADELPHIA.

The armament, under the command of their Excellencies Vice-Admiral Lord Viſcount Howe and General Sir William Howe,* ſailed from Sandy Hook on the 23d of July; and on the 31ſt, arrived off the mouth of the Delaware. Having been informed, that the rebels had contrived to obſtruct the navigation of that river, by obſtacles which could not without much difficulty be removed, his Lordſhip and the General choſe the circuitous courſe of ſailing a conſiderable way up the great Bay of Cheſapeak, of entering the river Elk, and endeavouring to make good the landing of the army near the head of that ſtream; which would bring it ſtill nearer to Philadelphia. The fleet accordingly made ſail for the Cheſapeak; but unfortunately did not enter it until the 14th of Auguſt, having been much retarded by calms and contrary winds. Off the Capes of the Delaware, the Roebuck, Captain Hamond, joined the Admiral; and as he had acquired a correct knowledge of the intended navigation, the Liverpool was ordered into the ſtation of the Roebuck, and he was directed to ſuperintend the pilotage of the fleet.

On the 15th, the fleet anchored within the Capes of the Cheſapeak: and on the 16th, weighed and ſtood up the bay. On the ſame day, the Sphynx took a brig from James's river, with a hundred and fifty hogſheads of tobacco, which the Vice-Admiral generouſly allowed to be given to the ſailors of the fleet.

On the 22d, the fleet anchored between the Saſafras and Elk rivers: and on the 23d, the Admiral and General, attended by other officers of rank, were employed in reconnoitring the

* See Note 67.

the adjacent coaſts, and fixed on the 25th for landing the army, on the northern ſhore of the Elk river.

The plan fixed for effecting this was, that while the large ſhips of war ſhould remain at anchor, the debarkation of the troops ſhould be made in five diviſions, each employing as many flat-bottomed boats as could be landed with regularity at one time. This ſervice, together with the diſpoſition of the covering ſhips, the arrangement of the boats, and all other circumſtances relating to it, was intruſted to Captain Henry Duncan, with the proper navy officers under him. The Roebuck, Apollo, Sphynx, Vigilant, Senegal, and Swift, were appointed to cover the landing of the troops: and on the morning of the day appointed, the flat-boats, with the infantry of the firſt diviſion, advanced up the Elk, and were followed in ſucceſſion by the tranſports of the ſecond and third. The other tranſports, with the remaining diviſions, were alſo ordered forward; and, in the courſe of the day, the whole army, with the neceſſary proportion of artillery and ſtores, was completely diſembarked. As the rebels had no forces in this part of the country, the army was landed oppoſite to Cecil Courthouſe, and about ſix miles from Turkey-point, without oppoſition.

Sir William Howe was informed, that General Waſhington with his army was encamped behind Brandywine creek, with an advanced corps on White-clay creek, and that his whole force amounted to near twenty thouſand men. On the 27th, he iſſued a proclamation, offering protection to all who had not taken up arms againſt the King's authority; inviting, by aſſurances of pardon, thoſe who had been guilty of rebellion to return to their duty; and entreating the peaceable inhabitants to remain quietly at their dwellings; declaring, that they had no cauſe to fear any moleſtation from his troops.

On the 28th, the General moved, with the greateſt part of his army, in two columns, and encamped at Elk-head. One of the columns marched from the landing place by the weſtern ſide of the river. He left a corps, conſiſting of three brigades, encamped under General Knyphauſen, at the place of debarkation,

tion, and one brigade in communication between the two camps.

This officer, with the corps under his orders, was directed on the 23d of September to join the army, when Sir William Howe divided it into two columns; the command of one of which was given to Lieutenant-General Earl Cornwallis, and of the other to Lieutenant-General Knyphauſen. A corps, conſiſting of ſix battalions, was ordered to remain at Elk-head, under the command of Major-General Grant, to preſerve the communication with the fleet. The army moved forward, and the two columns joined at Pencader; a place ſituated four miles to the eaſtward of the Elk, on the road to Chriſtien bridge. On this day's march, the Heſſian and Anſpach chaſſeurs, with the ſecond battalion of light-infantry, who were at the head of Earl Cornwallis's column, fell in with a choſen corps of the rebels, conſiſting of a thouſand men, advantageouſly poſted in the woods, and attacked and defeated them, with the loſs of only two officers wounded, and three privates killed and nineteen wounded. The loſs of the enemy was much more conſiderable: they had upwards of fifty men killed, and many more wounded.

On the 6th, Captain Duncan, who ſuperintended the naval department, having deſtroyed ſuch veſſels and ſtores as could not be removed from the head of the Elk, Major-General Grant left that ſtation, and joined the army. On the 8th, the whole army marched by Newark, on the road leading from Newport to Lancaſter, and encamped that evening in the townſhip of Hokeſſen, where General Waſhington had taken poſt, having his left to Chriſtien creek, and his front covered by Red-clay creek.

In this ſituation, the two armies were only four miles aſſunder: but early in the night of the 8th, the enemy decamped, marched by the Lancaſter road from Wilmington, and about ten o'clock the next morning croſſed Brandywine creek at Chad's ford, taking poſt on the heights on the eaſtern ſide of that river.

As

As ſoon as General Howe obtained certain information of theſe motions, he ordered his army to advance in the afternoon of the 9th. The left column, led by General Knyphauſen, marched by New Garden, while Lord Cornwallis, with the right, moved to Hokeſſen's meeting-houſe; and both joined the next morning at Kennet's ſquare.

The General having reconnoitred the enemy's ſituation, ſettled his plan for attacking them. At day-break on the 11th, the army marched in two columns. The right, commanded by Lieutenant-General Knyphauſen, conſiſted of four Heſſian battalions, under Major-General Stern; the firſt and ſecond brigades of Britiſh, three battalions of the 71ſt regiment, the Queen's American Rangers, and one ſquadron of the 16th dragoons, under Major-General Grant; having with them ſix medium twelve pounders, four howitzers, and the light artillery belonging to the brigades. This column took the direct road to Chad's ford, ſeven miles diſtant from Kennet's ſquare, and arrived in front of the enemy about ten o'clock, ſkirmiſhing moſt part of the march with their advanced troops. In theſe ſkirmiſhes, the Queen's Rangers, commanded by Captain Wemyſs of the 40th regiment, diſtinguiſhed themſelves in a very particular manner.

The other column, under the command of Lord Cornwallis, Major-General Grey, Brigadier-Generals Matthew and Agnew, conſiſted of the mounted and diſmounted chaſſeurs two ſquadrons of the 16th dragoons, two battalions of light-infantry, two battalions of Britiſh and three of Heſſian grenadiers, two battalions of guards, the third and fourth brigades, with four light twelve pounders, and the artillery of the brigades. It marched about twelve miles to the Forks of the Brandywine, croſſed the firſt branch at Trimble's ford, and the ſecond at Jeffery's ford, about two o'clock in the afternoon; taking from thence the road to Dilworth, in order to turn the enemy's right at Chad's ford.

About noon, General Waſhington obtained intelligence of this movement, and detached to his right near ten thouſand men,

men, under General Sullivan, who took a ſtrong poſition on the commanding ground above Birmingham church, with his left near to the Brandywine; both his flanks covered by very thick woods, and his artillery advantageouſly diſpoſed.

As ſoon as this was obſerved, which was about four o'clock, the King's troops advanced in three columns: and upon approaching the rebels, formed the line with the right towards the Brandywine; the guards being upon their right, and the Britiſh grenadiers upon their left, ſupported by the Heſſian grenadiers in a ſecond line. To the left of the centre, were the two battalions of light-infantry, with the Heſſian and Anſpach chaſſeurs, ſupported by the fourth brigade: and the third brigade formed the reſerve.

Lord Cornwallis having formed the line with the corps under his command, the light-infantry and chaſſeurs began the attack. The guards and grenadiers inſtantly advanced from the right, under a heavy fire of artillery and muſquetry; but they puſhed on with an impetuoſity, which the rebels were unable to withſtand. Falling back into the woods in their rear, the King's troops entered with them, and purſued them cloſely for near two miles.

After this repulſe, a part of the enemy's right took a ſecond poſition, in a wood about a mile from Dilworth, from whence the ſecond light-infantry and chaſſeurs ſoon diſlodged them; and from this time, they did not rally again in force.

The firſt Britiſh grenadiers, the Heſſian grenadiers, and guards, having, in the purſuit, got entangled in the woods, were no further engaged during the day.

The ſecond light-infantry, ſecond grenadiers, and fourth brigade, moved forward a mile beyond Dilworth; where they attacked a corps of the rebels which had not been before engaged, and which was ſtrongly poſted to cover the retreat of their army, by the roads from Chad's ford, to Cheſter and Wilmington. Before this corps could be forced it was dark: and and the troops having undergone much fatigue in a march of ſeventeen miles, beſides what they had ſupported ſince the commencement

mencement of the attack, the enemy made their eſcape. A total overthrow of their army might probably have been achieved, if there had remained but a ſingle hour more of day-light.

As the event of General Knyphauſen's attack was not known before it was dark, the third brigade was not brought into action, but kept in reſerve, in the rear of the fourth brigade: and during the engagement no opportunity of employing the cavalry occurred. Lieutenant-General Knyphauſen, as had been previouſly concerted, kept the enemy amuſed in the courſe of the day, by placing cannon ſo as to lead them to ſuſpect, that he meant to force though he did not really intend to paſs the ford, until the attack upon the enemy's right ſhould commence. Accordingly, when it began, Major-General Grant croſſed with the fourth and fifth regiments: and the fourth regiment* paſſing firſt, drove the enemy from an intrenchment and battery; and took from them three braſs field-pieces, and a five and half inch howitzer, which had been placed there to command the ford. The rebels, after this work was carried, made little ſtand on that ſide: and when the guards appeared on their right flank, their retreat became general; but darkneſs coming on, before Lieutenant-General Knyphauſen's corps could reach the heights, the action ceaſed.

The inſurgents, who had at leaſt fifteen thouſand men engaged in the courſe of the day, retreated with great precipitation: part of their army retired to Cheſter, where it remained that night; but the greater body did not ſtop until it reached Philadelphia. Their loſs in this action was very conſiderable in officers killed and wounded; they had alſo about three hundred men killed, ſix hundred wounded, and near four hundred made priſoners. The Britiſh army loſt very few officers, and none of a higher rank than a Captain: eighty men were killed, and about four hundred wounded.†

The army lay this night on the field of battle: and on the 12th,

* Captain (now Colonel) James Moncrieffe, of the Corps of Engineers, ſerved as a guide to the 4th regiment when it paſſed the ford.

† See Note 68.

12th, Major-General Grant, with the firſt and ſecond brigades, marched to Concord. On the 13th, he was joined by the light-infantry and Britiſh grenadiers, under Lord Cornwallis; and then proceeded to Aſhtown, within five miles of Cheſter. Sir William Howe, on the ſame day, detached the 71ſt regiment to Wilmington, where the enemy had thrown up works both to the land and to the river, in the laſt of which works they had ſeven pieces of cannon. Theſe works they evacuated, and Major M'Donnell took poſſeſſion of the place without oppoſition, and made Mr. M'Kinley, the new appointed Preſident of the Lower Counties on Delaware, his priſoner.

On the 14th, Lieutenant-Colonel Loos, with the combined battalion of Rhall's brigade, eſcorted the ſick and wounded to Wilmington, where the battalion of Mirbach was ſent on the following day. The army moved on the 16th, in two columns, towards Goſhen. Having received intelligence upon the march, that the enemy were advancing upon the Lancaſter road, and within five miles of Goſhen, Sir William Howe determined immediately to attack them, and gave orders for both columns to puſh on. Lord Cornwallis was directed to take his route by Goſhen meeting-houſe, and Lieutenant-General Knyphauſen by the road to Donningtown: but a violent fall of rain ſetting in, and continuing the whole day and night without intermiſſion, the intended attack was found to be impracticable.

The firſt light-infantry, at the the head of Earl Cornwallis's column, meeting with a party of the enemy's advanced guard, about a mile beyond Goſhen, defeated them, killing twelve, and wounding more, without the loſs of a man. Nearly about the ſame time, the chaſſeurs, at the head of Lieutenant-General Knyphauſen's column, fell in with another of the enemy's parties, of which they killed an officer and five men, and took four officers priſoners, with the loſs of three men wounded.

The enemy being thus appriſed of the approach of the army, decamped immediately with the utmoſt precipitation; marched the whole night of the 16th, and got in the morning of the

 follow-

following day to the Yellow Springs, having all their ſmall ammunition damaged by the exceſſive rain.

In the evening of the 17th, the two columns encamped near each other on the Lancaſter road. On the 18th, they joined on that road at the White Horſe, and marched to Truduffrin. From that place, the General ſent a detachment of light-infantry to Valley Forge upon the Schuylkill, where the enemy had a variety of ſtores, and a conſiderable magazine of flour: and the next day, by his orders, a conſiderable body of troops took poſt there.

The enemy croſſed the Schuylkill on the 18th above French creek, and encamped on the banks of the river, on each ſide of Perkyomy creek; from which General Waſhington detached troops to all the fords on the Schuylkill, placing cannon at Swede's ford and the fords below.

Having received intelligence that General Wayne was lying at about three miles diſtance in the woods, in the rear of the left wing of the army, with a corps of fifteen hundred men and four pieces of cannon, Sir William Howe detached Major-General Grey, late at night on the 20th, with the ſecond light-infantry, the 42d and 44th regiments, to ſurpriſe this corps: and that ſervice was effected in the completeſt manner. That the enemy might have no notice of their approach by the report of arms, General Grey gave orders, that his detachment ſhould not load their muſquets; and marching his men with the greateſt ſilence, he gained the enemy's left by one o'clock. He forced their out-ſentries and piquets by the bayonet only, and ruſhing in upon their encampment, directed by the light of their fires, he killed and wounded not leſs than three hundred on the ſpot, and made between ſeventy and eighty priſoners, including ſeveral officers. He alſo took the greater part of their arms, and eight waggons loaded with baggage and ſtores. Upon the firſt alarm, the cannon were carried off; and the remainder of this corps owed their ſafety only to the darkneſs of the night. Nothing could exceed the good conduct of General Grey on this occaſion; and his detachment alſo behaved with

with the greateſt gallantry: they loſt in this attack, one Captain and three men killed, and four men wounded.

On the 21ſt, the army moved to Valley Forge, and encamped upon the banks of the Schuylkill, extending from Fatland ford to French creek. The enemy, upon this movement, quitted their poſition; and in the evening of this day, marched off towards Portſgrove.

General Howe, having explored the banks of the Schuylkill, ordered the grenadiers and light-infantry of the guards, on the afternoon of the 22d, to croſs that river at Fatland ford, and to take poſt: and ſoon after that, he directed the chaſſeurs to croſs at Gordon's ford, oppoſite to the left of the line; and alſo to take poſt. The army was put in motion at midnight: the van guard was led by Lord Cornwallis; and the whole croſſed the river at Fatland ford without oppoſition. Major-General Grant, who commanded the rear guard with the baggage, joined them before two o'clock in the afternoon of the 23d; when they were encamped in a very ſtrong poſition, on the Monatomy road, with their left to the Scuylkill, and Stony-run in their front. The General detached the ſecond battalion of light-infantry to Swede's ford; and on its approach, a ſmall party of the enemy quitted the place, leaving ſix pieces of iron cannon behind them.

On the 25th, the army marched in two columns to Germantown, about ſix miles from Philadelphia, and there encamped. Lord Cornwallis, with the Britiſh grenadiers and two battalions of Heſſian grenadiers, took poſſeſſion of Philadelphia next morning. His Lordſhip gave orders immediately to erect three batteries, for ſix medium twelve pounders and four howitzers, to act againſt any of the enemy's ſhipping and craft that might approach the town. Theſe batteries were not finiſhed on the 27th, when two frigates, a number of gallies, gondolas, and other armed veſſels, came up from Mud Iſland, and attacked the lower battery of two guns and two howitzers. The largeſt frigate, called the Delaware, anchored within five hundred yards of the battery, and the other frigate ſomewhat more

diſtant; the gallies, gondolas, and other veſſels, taking their reſpective ſtations as they could bring their guns to bear. About ten in the morning, they began a heavy cannonade upon the town as well as the battery; but the tide ebbing, the Delaware grounded: upon which, the four battalion guns of the grenadiers, which had been brought to bear upon her to the greateſt advantage, did ſuch execution, that in a ſhort time ſhe ſtruck her colours, and was boarded and taken by the marine company of light-infantry, commanded by Captain Averne.

Brigadier-General Cleavland, who attended the batteries in perſon, ſeeing the effect of the battalion guns upon the Delaware, turned the direction of his fire to the ſmaller frigates and armed veſſels. This forced all of them, excepting a ſchooner, that was diſabled and driven on ſhore, to return to their former ſtations, under the protection of the fort. This fort had two floating-batteries, in the manner of hulks, of conſiderable ſtrength, beſides three ranges of ſunken machines, which they called *chevaux de friſe*, to obſtruct the paſſage of the river; and the loweſt row was three miles below the fort.

Whilſt theſe operations were conducted upon land, the fleet under Lord Howe, after having diſembarked the troops, with all the appurtenances of the army, remained at anchor in the Cheſapeak, near the mouth of the river Elk, until the 13th of September; when, on receiving certain intelligence of the defeat of the enemy's army on the banks of the Brandywine, his Lordſhip determined to move round with the fleet to a proper anchorage in the Delaware, having previouſly diſpatched thither Captain Hamond, in the Roebuck, with the Pearl, Liverpool, and Camilla frigates, to act as occaſion might offer, in ſupport of Sir William Howe's operations.

The progreſs of the fleet down the bay was much retarded by the ſtate of the weather, and by the intricacy of the navigation, which does not admit of veſſels continuing under ſail in the night. Although they ſailed from the mouth of the Elk on the 14th, it was therefore the 23d before they could clear the Capes of Virginia. His Lordſhip, leaving the greateſt part of the

the fleet there, under the care of Captain Griffith of the Nonſuch, with orders to follow him, puſhed forward to the Delaware in the Eagle, with the Iſis and Vigilant, and a ſmall diviſion of the tranſports, having on board ſuch articles of proviſions and military ſtores as were likely to be ſooneſt wanted for the army. After meeting with very tempeſtuous weather, he arrived in that river on the evening of the 4th of October; and the diviſion of the fleet, under Captain Griffith, joined him two days afterwards. Lord Howe got off Cheſter on the 6th. The ſhips of war and tranſports were anchored in the moſt convenient ſituations along the weſtern ſhore, from Newcaſtle down towards Reedy Iſland; the ſquadron under Captain Hamond having moved higher up the river as the army advanced.

The enemy had beſtowed great labour in rendering the approach to the city of Philadelphia, by water, as difficult and dangerous as poſſible. They had ſunk two ranges of wooden frames acroſs the river, to obſtruct the navigation up to it; and to defend theſe, they had erected a ſtrong redoubt on the Jerſey ſhore, at a place called Billing's Point, on which they had mounted ſome heavy cannon: and they were ſtill employed in adding to their works. They had likewiſe, on the ſame ſide, at a place called Red-bank, a ſtrong work, on which they had heavy cannon, to defend the upper range of frames; as alſo another, for the ſame purpoſe, on Mud Iſland, ſituated near to the Penſylvanian ſhore.

When lying off Cheſter, Captain Hamond, of the Roebuck, repreſented to Sir William Howe, that the poſſeſſion of Billing's Point would put it in his power to command the lower chevaux de friſe, or wooden frames; and that he would be thereby enabled to remove as much of them, as would give a free paſſage to the ſhips of war and tranſports to proceed higher up the river, to aſſiſt in reducing the enemy's forts, and in deſtroying their naval force. On the 29th of September, in compliance with this advice, the 10th and 42d regiments were detached againſt that place, under the command of Lieutenant-Colonel Stirling, who, on the firſt of October, croſſed the river

with this corps from Cheſter, proceeded to Billing's Point, and took poſſeſſion of the fortifications: the enemy's garriſon, which conſiſted of three hundred men, having on his approach evacuated them, after ſpiking the cannon and ſetting fire to the barracks.

On the 3d of October, Sir William Howe ſent the 23d regiment to Philadelphia, with orders to proceed the next day to Cheſter, where they were to be joined by the 10th and 42d regiments on their return from Billing's Point, and to form an eſcort for a convoy of proviſions to the army.

General Waſhington, having been reinforced with fifteen hundred men from Peek's-kill, and one thouſand from Virginia, and having received intelligence of the reduced ſtate of the force under Sir William Howe, from the detachments ſent to Philadelphia, Jerſey, and other places, determined to attack him in his preſent poſition, before theſe corps could have time to rejoin his army. This meaſure was ſuddenly adopted, and conducted with great ſecrecy, in the hopes of ſurpriſing the royal army in their camp at German-town, about ſixteen miles from Skippach creek, behind which the enemy's army was then encamped. Accordingly, General Waſhington put his army in motion, at ſix o'clock in the evening of the 3d of October, and proceeded towards German-town. This village forms, for two miles, one continued ſtreet, which the line of the Britiſh encampment croſſed at right angles, near a mile from the head of it, where the ſecond battalion of light-infantry and the 40th regiment were poſted, as an advanced corps.

The Britiſh army was arranged in the following manner. Lieutenant-General Knyphauſen, Major-Generals Stern, Grey, and Brigader-General Agnew, with ſeven Britiſh and three Heſſian battalions, and the mounted and diſmounted chaſſeurs, were upon the left of the village, extending to the Schuylkill, with the chaſſeurs in front.

Major-General Grant and Brigadier-General Matthew, with the corps of guards, ſix battalions of Britiſh and two ſquadrons of dragoons, were upon the right; the firſt battalion of light-infantry,

infantry, and the Queen's American Rangers, being advanced in front of this wing.

At three o'clock in the morning of the 4th, the patrols diſcovered the enemy's approach: and upon their communicating this intelligence, the army was ordered immediately under arms. The weather was extremely favourable to the enemy, who were perfectly well acquainted with every inch of the ground which their opponents occupied: but although their plan of attack was for a conſiderable time concealed, the reſiſtance of the aſſailed poſts of the King's troops was ſo vigorous and ſpirited, that before any general meaſures for repelling them could be determined upon, the action was at an end.

The enemy began the battle ſoon after day-break, by attacking the ſecond battalion of light-infantry and the 40th regiment, which were poſted at the head of the village. They ſuſtained the attack for a conſiderable time; but being at length overpowered with numbers, all of them, except a part of the 40th regiment, retired into the village, where Lieutenant-Colonel Muſgrave, with ſix companies of the latter corps, threw himſelf into a large ſtorehouſe in the face of the enemy. Though ſurrounded by a brigade of their troops, who, aided by four pieces of cannon, immediately attacked him, he moſt gallantly defended it, until Major-General Grey, at the head of three battalions of the third brigade, turning his front to the village, and ſupported by Brigadier-General Agnew, who covered his left with the fourth brigade, by a vigorous attack, and with great ſlaughter, repulſed the party which had penetrated into the upper part of the town. The 5th and 55th regiments, from the right, engaging them at the ſame time on the other ſide of the village, completed their defeat in this quarter.

The regiments of Du Corps and Donop, being formed to ſupport the left of the fourth brigade, and one battalion of Heſſian grenadiers in the rear of the chaſſeurs, were not engaged. The precipitate flight of the enemy prevented the two firſt corps from entering into action; and the ſucceſs of the chaſ-

ſeurs, in repelling all efforts againſt them on that ſide, precluded every occaſion for aid from the latter.

The firſt battalion of light-infantry, and the piquets of the line in front of the right wing, were engaged. Soon after the attack began upon the head of the village, the piquets were obliged to fall back; but the light-infantry, being well ſupported by the 4th regiment, ſuſtained the aſſault with ſuch determined bravery, that the enemy could make no impreſſion on them.

Two columns of the American army were oppoſite to the guards and the 27th and 28th regiments, who formed the right of the Britiſh line.

About the time when Major-General Grey had forced the enemy in the village, Major-General Grant, who was upon the right, moved up the 49th, with four pieces of cannon, to the left of the 4th regiment; and then advancing with the right wing, the enemy's left gave way, and was purſued for four or five miles through a ſtrong country.

Earl Cornwallis, who had been early apprized at Philadelphia of the enemy's approach, put in motion two battalions of Britiſh and one of Heſſian grenadiers, with a ſquadron of dragoons. Getting to German-town, juſt as the enemy had been forced out of the village, and joining Major-General Grey, he put himſelf at the head of the troops, and followed them eight miles on the Skippach road; but they retreated with ſo much expedition, that he was not able to overtake them. The grenadiers from Philadelphia, who were full of ardour, although they run moſt of the way to German-town, had not the good fortune to arrive in time to have a ſhare in the action. The country in general was ſo ſtrongly incloſed, and ſo much of it covered with wood, that none of the Britiſh dragoons had an opportunity of charging the enemy, except one ſmall detachment poſted on the right, which diſplayed great bravery.

Leſt a Britiſh officer ſhould be ſuſpected of giving a partial account of this battle, I beg leave to lay before the reader an extract from an author, who, on moſt occaſions where the Americans

Americans are concerned, seems to have had good information, and who is not a little partial to their cause. "The fog is so "great, that at times you cannot see more than twenty yards "before you, and frequently not more than fifty. It occasions "the American parties mistaking each for the enemy, and "prevents their observing the true situation of the latter. "Owing hereto in a great measure, the Americans quit every "part of the town; and when General Grey have passed it, "advances with the British right wing upon their left, they "leave the field hastily and entirely, in spite of every effort "that can be made to rally them. Lord Cornwallis arrives "with a squadron of light horse, just in season to join in the "pursuit. Green, with his own and Stephens's division, hap-"pens to form the last column of the retreating Americans. "Upon coming to two roads, and thinking it will be safest, "and may prevent the enemy's advancing by either so as to get "ahead of him, and that the divisions may aid each other upon "occasion, he makes one division on the one road, and the "second on the other. While continuing his retreat, Pulaski's "cavalry, who are in his rear, being fired upon by the enemy, "ride over the second division, and throw them into the ut-"most disorder, as they know not at first but that they are the "British dragoons. The men run and scatter, and the Ge-"neral is apprehensive that he shall lose his artillery. He can-"not collect a party sufficient to form a rear guard, till he hits "upon the device of ordering the men to lay hold of each "others' hands. This answers. He collects a number, and "by the help of the artillery brings the enemy to give over the "pursuit, after having continued it near five miles."*

The enemy retired near twenty miles from the field of battle, by several roads towards Perkyomy creek, where they continued some days collecting their scattered troops, and then took up their old ground upon Skippach creek.

In this action, they had upwards of two hundred men killed, sixteen hundred wounded, and four hundred made prisoners: among

* Gordon's History of the American Revolution, vol. ii. page 524, &c.

among the latter, fifty-four officers; and among the former, General Naſh. The King's army had about one hundred men killed, and four hundred wounded: among the former was Brigadier-General Agnew and Lieutenant-Colonel Bird, both moſt deſervedly regretted by the whole army. Lieutenant-Colonel Walcot, who behaved with the greateſt bravery, was dangerouſly wounded.†

In this arduous campaign, the behaviour of the officers and men of the Britiſh army was ſuch, as drew from Sir William Howe the higheſt encomiums. In his public letter of October 10th, he ſays, "In theſe ſeveral engagements, the ſucceſſes "attending them are far better vouchers than any words can "convey, of the good conduct of the General Officers, and of "the bravery of the other officers and ſoldiers. The fatigues "of a march exceeding one hundred miles, ſupported with the "utmoſt cheerfulneſs by all ranks, without tents, and with "very little baggage, will, I hope, be eſteemed as convincing "proofs of the noble ſpirit and emulation prevailing in the "army to promote his Majeſty's ſervice."

When Lord Howe arrived off Cheſter, he learned that the ſquadron of frigates, under Captain Hamond, were at anchor off Billing's Point; where the fortifications erected by the enemy had been effectually deſtroyed, by Lieutenant-Colonel Stirling and the detachment under his command. This had enabled the Captain to exert his ſmall force, with unremitting aſſiduity, in endeavouring to cut a paſſage for ſhips, through the firſt range of frames or chevaux de friſe. The enemy had repeatedly attempted, by fire-rafts, gallies, and other craft, to prevent the ſucceſs of his operations; but without doing any material injury to the frigates. By a great deal of ſevere and difficult labour, during the whole progreſs of which he was expoſed to perpetual danger, he at length opened a channel in the river ſufficient for the large ſhips. Thus did he put it in the power of Lord and Sir William Howe, to purſue the proper meaſures for driving the enemy from the remaining fortified works,

† See Note 69.

works, which they had at great expence erected, for defending the other obſtructions to the navigation up the Delaware to the city of Philadelphia. This was a ſervice of the laſt importance; for while theſe forts were in poſſeſſion of the enemy, the neceſſary communication between his Majeſty's fleet and army was in a great meaſure prevented.

Their defences conſiſted of an incloſed work on a flat muddy iſland, named Fort Iſland, a little below the entrance of the Schuylkill, ſtrengthened by four blockhouſes; and of two floating-batteries of nine guns each, and twelve or fourteen gallies mounting heavy cannon, beſides many other armed craft of leſſer force, and ſeveral fire-ſhips. Oppoſite to this iſland, on the eaſtern ſhore at Red-bank, above Manto creek, they had alſo a ſtrong redoubt, with conſiderable outworks; under the guns of which, their water force occaſionally found protection.

In the front of theſe defences, to the extent of half a mile or more below the iſland, the channel is contracted to about the breadth of a hundred fathoms. In this narrow part, ſeveral rows of the chevaux de friſe were ſunk, ſo as to render the paſſage of ſhips impracticable: and no attempt could be made to remove the upper range of theſe frames, or otherwiſe to clear the channel, until poſſeſſion was obtained of both ſides of the river.

For this purpoſe, Sir William Howe ordered ſome batteries to be erected on the weſtern ſhore, to diſlodge the enemy from Fort Iſland: and, at the ſame time, detached Colonel Donop, with three battalions of Heſſian grenadiers, the regiment of Mirbach, and the infantry chaſſeurs, to attack the enemy's poſt at Red-bank, where they had about eight hundred men intrenched. On the 21ſt of October, this detachment, under the direction of Captain Clayton, croſſed the Delaware in flat-boats from Philadelphia to Cooper's ferry, which lies directly oppoſite to the city. The Colonel marched a few miles that day; and on the 22d, in the afternoon, came before Red-bank. He immediately made the beſt diſpoſition of his troops,

and

and in the moſt gallant manner led them on to the aſſault. They carried an extenſive outwork, from which they drove the enemy into an interior intrenchment, which could not be forced without ladders, being eight or nine feet high, with a parapet boarded and fraiſed. After repeated attempts to diſlodge the Americans, they were obliged to deſiſt; having ſuſtained conſiderable loſs in officers and men in the attack, and having been alſo much galled by the floating-batteries and gallies.

In this aſſault, Colonel Donop was mortally wounded: Lieutenant-Colonel Minningerode was alſo wounded, and the command devolved on Lieutenant-Colonel Linſing. After collecting all the wounded that could be brought off, he marched that night about five miles to Cooper's ferry; and on the morning of the 23d, returned with the detachment to camp.*

It had been concerted, that the ſhips of war ſhould co-operate in the fore-mentioned attack on Red-bank; and for this purpoſe, the Vice-Admiral had intended that the Vigilant ſhould paſs through a ſhallow and very confined channel between Hog iſland, (next below Fat iſland) and the Penſylvanian ſhore; and that ſhe ſhould arrive at her ſtation, ſo as to act upon the rear and leaſt defenſible part of the work, when the troops ſhould commence their aſſault. As the circumſtances of the navigation, for reaſons already ſtated, rendered it impracticable for a more formidable armament to advance in that direction, a diverſion was propoſed to be made at the ſame time by the advanced frigates, together with the Iſis and Auguſta, in the eaſtern or main channel of the river. This was intended, both to engage the attention of the enemy at Fort iſland and at Red-bank, and to reſtrain the motions of their gallies and other armed craft, which had been accuſtomed, on diſcovering their danger from our batteries on the weſtern ſhore, to retire under the protection of their guns at Red-bank.

The wind continued from the northward for ſeveral ſucceſſive days, which prevented the Vigilant from proceeding to her ſtation

* See Note 70.

ſtation at the time intended. The Auguſta, Roebuck, Liverpool, and Pearl, were neverthleſs ordered, on the 22d, to go above the firſt line of the chevaux de friſe, that they might be in readineſs for ſuch ſervice as they ſhould be able to render, when Red-bank ſhould be attacked. Captain Reynolds being ſenior officer, commanded the advanced ſquadron.

As ſoon as it was perceived, in the evening of the 22d, a little before the cloſe of day, that Colonel Donop had begun his attack upon Red-bank, Captain Reynolds with his ſquadron, (to which the Merlin had been added) ſlipped their anchors, and advanced as they lay, with the flood-tide to ſecond the attack of the troops, who were then ſeen to be warmly engaged. Unhappily, however, owing to a change in the natural courſe of the river, which may be attributed to the obſtructions induſtriouſly fixed in its channel, the Auguſta and Merlin grounded, at ſome diſtance below the ſecond line of the chevaux de frize: and the freſh weſterly wind, which then greatly prevailed, checking the riſe of the tide, they could not be got afloat on the ſubſequent flood.

The frigates, although the guns of the enemy's gallies had for ſome time been chiefly pointed at them, endeavoured to continue the diverſion in favour of the detachment from the army; but the night advanced, and as the troops were repulſed, the firing ceaſed.

The 23d exhibited an active ſcene. Soon after day-break, the enemy perceiving the ſituation of the Auguſta and Merlin, began an inceſſant fire on them from their works, floating-batteries, and ſhipping: but fortunately, by their keeping too much aloof with their water force, no part of which was brought nearer than random ſhot diſtance, the injury which it did was very inconſiderable; and by the alertneſs and ſpirit of the officers and ſeamen, who left the tranſports and ſhips of war, and attended in the boats of the fleet, the efforts of four fire-ſhips, which had been directed againſt the Auguſta, were rendered ineffectual.

The Iſis was at this time warping through between the lower chevaux

chevaux de frize. Empty tranſports had been ordered up from the fleet, and other preparations had been made for lightening the Auguſta, when by ſome accident, moſt probably occaſioned by the wads of her guns, ſhe took fire abaft, and the flames ſpread with ſuch rapidity, that all endeavours to extinguiſh them were ineffectual. The men were therefore taken out of her except a few, who periſhed when ſhe blew up. Among this unfortunate number were the Second Lieutenant Baldock, the Chaplain, and Gunner. The ſailors diſplayed the moſt reſolute exertions in reſcuing ſo many of the crew as were ſaved.

When the deſtruction of the Auguſta appeared inevitable, the Vice-Admiral was under a neceſſity of ordering the frigates to withdraw, that they might be ſecured from the effects of the exploſion: and as the Merlin could not be reſcued from that danger, her crew were commanded to leave her, and to ſet her on fire. The Iſis dropped down nearer to Billing's Point.

As the wind continued for ſome time to prevent the Vigilant from paſſing up the river, by the only channel that was then practicable, to attack the rear of the enemy's works on Fort Iſland, both the ſeamen and land-forces availed themſelves of this opportunity, to prepare both for offenſive and defenſive operations. While the army were buſied in erecting batteries, and in getting all things in readineſs for the attack of Fort Iſland, a detachment of the officers and ſeamen of the ſhips of war and tranſports, under the conduct of Captain Duncan of the Eagle, was employed, with unremitting fatigue and perſeverance, in conveying proviſions, artillery, and ſtores, to the river Schuylkill, between Fort iſland and the Penſylvanian ſhore. Six twenty-four pounders from the Eagle, and four thirty-two pounders from the Somerſet, with the requiſite proportions of ammunition, were removed, and mounted on different batteries erected by order of Sir William Howe. Owing to a variety of difficulties, which occurred in conſtructing theſe, on ground very unfavourable for ſuch operations, they could not be opened till the 10th of November. The wind at laſt proving fair, on the 15th of that month, the Vigilant armed ſhip, carrying

ſixteen

ſixteen twenty-four pounders, and a hulk, with three twenty-four pounders, commanded by Lieutenant Botham of the Eagle, got up to the fort, through the channel between Province and Hog iſlands; and, aſſiſted by the Roebuck, Pearl, Liverpool, and Cornwallis galley, and ſome ſmaller armed veſſels, did very great ſervice againſt the enemy's batteries. The Iſis, being placed as advantageouſly as the circumſtances of the navigation of the eaſtern channel would permit, performed, againſt the fort and gallies, important ſervices, which reflected great honour and credit on Captain Cornwallis and his well-diſciplined crew. Though the Somerſet could not be brought ſo far up the river as the Iſis, and it required much caution to get her into a ſtation in which ſhe could be uſeful, her guns had a powerful effect upon the enemy. Beſides the fort, and its contiguous batteries and blockhouſes, two floating-batteries, ſeventeen gallies and armed veſſels, and a battery of heavy cannon on the Jerſey ſhore, inceſſantly played upon the beſiegers, who withſtood this terrible cannonade with the moſt determined reſolution. But when the ſhips of war, with the Vigilant and the hulk, began, in conjunction with the land batteries, to open their fire upon the enemy, they did ſuch execution, as to convince them ſpeedily, that all their efforts to ſave the place would be ineffectual. Dreading the conſequences of an aſſault, they evacuated Fort Iſland in the night of the 15th: and the grenadiers of the guards took poſſeſſion of it at day-break on the 16th.*

Sir William Howe expreſſed, on this occaſion, great ſatisfaction with the behaviour of the troops under his command: and in his letters to Europe, declared his ſenſe of the arduous ſervices ſo cheerfully performed by the naval Commanders, officers, and ſeamen, whoſe gallantry had contributed ſo much to the reduction of the enemy's works.

The free acceſs which the inſurgents had to their fort, by means of their water force, ſerved in no ſmall degree to protract its defence. It enabled them, when any of their guns were

* See Note 71.

were rendered uſeleſs, to replace them by ſound ones during the night; ſo that, in the morning, their fire was as complete as if no ſuch accident had occurred: and it put it in their power, ſo frequently to relieve the garriſon by freſh troops from the Jerſey ſhore, as to divide the fatigues of the ſiege among their whole army.

Their loſs in this conflict, amounted to near four hundred men killed and wounded; whereas the loſs of the King's forces, by ſea and land, was only thirteen killed and thirty wounded.

During theſe tranſactions, the General received the diſagreeable intelligence of the unfortunate concluſion of the operations of the northern army, under the command of Lieutenant-General Burgoyne; which diſtreſſed him exceedingly. As all thoughts of co-operation with that army were now at an end, he reſolved to ſecure the free navigation of the Delaware, and to reduce the fort at Red-bank, before any reinforcement from General Gates could join General Waſhington; as ſuch a junction might prevent him from attempting theſe operations, by obliging him to keep his whole force in Penſylvania. He therefore detached a corps to Cheſter, under the command of Lord Cornwallis, who were landed on the 19th at Billing-port; where they were joined by a corps under Major-General Sir Thomas Wilſon, having with him Brigadier-Generals Leſlie and Pattiſon, who had arrived a few days before from New York.

His Lordſhip having made the neceſſary arrangements, marched to attack the enemy intrenched at Red-bank. Upon his approach, they ſpiked their cannon, evacuated the poſt, and retired to Mount Holly; where they joined a corps of obſervation detached from their main army, and encamped at White Marſh. His Lordſhip found here a conſiderable quantity of ſtores: † and having demoliſhed the intrenchments, he returned with his corps by Glouceſter on the 27th, and rejoined the army at Philadelphia.

The enemy's ſhipping, having now no longer any protection from

† See Note 72.

from their forts, endeavoured to make their escape up the river. A ship or two, and several of their gallies, on the night of the 19th, which proved very favourable for such a design, passed by the town of Philadelphia unperceived. The remainder of their naval force made the same attempt on the night of the 20th; but being discovered, they were intercepted by the Delaware frigate, commanded by Lieutenant Watt of the Roebuck,* who attacked them with such vigour, that only three or four of their gallies effected their escape. The rest were obliged to fall down the river to their old station. Finding it impossible to elude the vigilance of the British, the rebels set fire to their whole fleet, which then consisted of two xebeques, the two floating batteries, and several ships, besides fire vessels, and other small craft, amounting in all to seventeen in number. The forts and shipping, which had hitherto protected the obstacles to the navigation of the river, being now dismantled or destroyed, such openings were made in the different ranges of sunken frames, as admitted the small ships of war to anchor off the town, and the transports and storeships to lie alongside the quays of Philadelphia; this was of the greatest service to the army, which still kept the field.

General Washington, having received a reinforcement of four thousand men and some artillery from the northern rebel army, drew near to Philadelphia, and encamped at White Marsh. Sir William Howe, therefore, put his army in motion on the 4th of December, and next morning took post on Chesnut-hill, in front of the right of the enemy. Soon after this, they sent a corps of at least a thousand men, to attack Lieutenant-Colonel Abercrombie, who was posted in front of the British line with two battalions of light-infantry; but the insurgents were so im-

* Lieutenant James Watt had been appointed to the command of the Delaware, by Captain Hamond, before Lord Howe arrived from Chesapeak bay; and his Lordship was so well pleased with his behaviour, that he continued him in the command, and took the Delaware into the service as an armed ship. Captain Watt, a few years after, left his life in the service of his country in the East Indies, being then Captain of the Sultan of 74 guns.

mediately routed by the firſt onſet of the ſecond battalion, that only a part of the firſt could come in for a ſhare of the action. The inſurgents left between thirty and forty killed and wounded, and had a Brigadier-General made priſoner.

After reconnoitring the enemy's right, and doing all that lay in his power to bring on a general engagement, without directly attacking their intrenchments, Sir William Howe marched at one o'clock in the morning of the 7th, the van being commanded by Earl Cornwallis, and the main body by Lieutenant-General Knyphauſen, and took poſt on Edge-hill, a mile from the enemy's left. On this hill, the van guard found a corps of a thouſand men, chiefly compoſed of riflemen from the enemy's northern army, poſted with cannon. Lord Cornwallis immediately attacked and defeated this corps, which loſt a conſiderable number of officers, and with difficulty ſaved its cannon. The thickneſs of the wood in which the rebels were poſted, concealed them, at the commencement of the action, from the view of the light-infantry, who, owing to this circumſtance, had one officer killed and three wounded, and between thirty and forty men killed and wounded, by the firſt fire which they received. Various other ſkirmiſhes took place, in which the enemy were always defeated. That he might bring on a general engagement to advantage, Sir William Howe explored their left, but found it equally ſtrong with their right. Perceiving that no temptation could induce General Waſhington to quit his preſent poſition, and being unwilling to expoſe his troops longer to the weather, at ſuch an inclement ſeaſon, without tents or baggage of any kind for officers or men, he returned on the 8th to Philadelphia; and met with no moleſtation on his march. Lord Cornwallis, who commanded the rear guard, did not quit Edge-hill until near four o'clock in the afternoon; and arrived in camp about nine that evening.

Another ſkirmiſh took place on the 11th of December. Lord Cornwallis, with Major-General Grant under his command, paſſed the Schuylkill at day-break, with a ſtrong corps and the waggons

waggons of the army, to collect forage for the winter ſupply. The rebels having quitted their camp at White Marſh ſome hours before his Lordſhip began his march, the head of their army fell in with his detachment, at a bridge which they had thrown over the Schuylkill, near to Matſon's ford, about three miles below Swede's ford, and fifteen miles diſtant from Philadelphia. Over this bridge the enemy had paſſed eight hundred men; who were immediately diſperſed by his Lordſhip's advanced corps, and part of them were obliged to recroſs it. This excited ſuch an alarm in their army, as induced them to break down the bridge. His Lordſhip proceeded to forage without meeting with any interruption, and returned to camp about nine o'clock the ſame evening.

Soon after this, Sir William Howe detached the whole of the 71ſt regiment, conſiſting of three battalions, and the regiment of Mirbach, to reinforce Sir Henry Clinton at New York, and then put his army into winter-quarters in the town of Philadelphia. The rebel army, excepting a detachment of twelve hundred men at Wilmington, kept the field during the whole winter, and were hutted in the woods near to Valley Forge, upon the Schuylhill, about twenty-ſix miles from Philadelphia, in a very ſtrong poſition. This ground moſt certainly was well known to General Howe, who either occupied it, or was very near it, when he croſſed the Schuylkill on his route to Philadelphia, and had there been a probability of attacking General Waſhington with any proſpect of ſucceſs, he would certainly have done it. The care with which the diſtreſſes of the rebel ſoldiers were concealed was truly admirable. When General Waſhington marched his army to take poſt at Valley Forge, one-third of the men who compoſed it were in the greateſt want of the moſt neceſſary articles of cloathing, particularly ſhoes and breeches; and were diſabled from doing duty. Short as the diſtance was, they ſuffered very much in the march. The weather was intenſely cold, the ground covered with ſnow, and the route of the army could have been traced by the ſtains of blood which proceeded from the feet of the

bare-footed ſoldiers.* But this moſt eſſential information, never reached the ears of the Britiſh General, until it was too late for him to avail himſelf of it. The want of proper intelligence, and the frequent miſrepreſentations of the friends to the Britiſh cauſe in America, were productive of fatal effects to Government on both ſides of the Atlantic.

Theſe conjunct operations of the principal fleet and army in America, having in this manner terminated for the ſeaſon; it remains to detail ſuch naval tranſactions as occurred in other places.

A ſmall ſquadron, under the command of Commodore Hotham in the Preſton, ſailed from Rhode Iſland on the 13th of January, on a cruize to the ſouthward. On the 26th, they got into Lynn-haven bay, within the great bay of Cheſapeak, near James's river, Virginia, where they took a ſmall ſloop from St. Euſtatia, having on board forty hogſheads of rum, and ballaſted with ſalt. The Commodore proceeded up the bay to Point Comfort, where he perceived a rebel privateer, a ſhip, and ſeveral ſloops. On ſeeing the Preſton making towards them, they got under way, ran the ſhip on ſhore, and puſhed with the other veſſels into ſhoal water. The Preſton came to an anchor; and, as ſhe hoiſted no colours, the enemy ſent a privateer ſloop to reconnoitre, and, if poſſible, to learn whether ſhe was a friend or foe. Upon the ſloop coming within proper diſtance, the Commodore ordered ſome guns to be fired at her, when ſhe ſtruck, and was taken. He then put a Lieutenant with forty ſeamen, together with an officer and twenty-four marines, on board of the prize, with orders to attack the privateer and ſhip: which was immediately done. The privateer made off: but the ſhip was boarded and carried. She proved to be the Farmer, from Baltimore for Nantz, laden with ſix hundred hogſheads of tobacco; a new ſhip, with a crew of fifteen men. On the following day, the Preſton's boats took a ſmall rebel veſſel, which had on board ten barrels of flour and 150l. of their paper currency.

Commodore

* Gordon's Hiſtory of the American Revolution, vol. iii. pages 11 and 12.

Commodore Hotham then proceeded to the Delaware, at the mouth of which he took ſeveral ſmall veſſels of little value, which he ordered to be ſunk: but before he could reach his ſtation, he was forced to ſea by a ſtrong gale, and could not regain the land for near three weeks, when he at laſt got into the river, and there came to an anchor. The next day he perceived a large veſſel ſtanding in, which, on deſcrying the Preſton, ſteered up another channel, where there was not ſufficient depth of water to enable that ſhip to follow her. He therefore diſpatched his tender after her; on the approach of which, her crew, after endeavouring to run her aſhore, abandoned her: but his men boarded her in time to ſave her from being deſtroyed. She had come from France, and was laden with gunpowder, arms, lead, and other articles, for the uſe of the rebels. Her cargo originally coſt 30,000l. On the 15th of March, when cruizing off the mouth of the Delaware, he took two ſchooners, the one French, the other American, both laden with rum and molaſſes. The Commodore then ſent all the prizes, under convoy of the Daphne, to New York. Next day he gave chace to a brig, and took her. She had come from Philadelphia, was bound to Cape François, belonged to a Frenchman, and had a cargo of upwards of ſeven hundred barrels of flour, and was immediately ſent to New York. Two days afterwards, he chaced and took another brig. She was from Nantucket, and had on board only ten hogſheads of ſugar, and fifty barrels of oil. The ſugar was taken out, but the oil was ſunk with the veſſel. On the following day, a ſmall American veſſel, laden with flour, was taken; but as it blew very hard, ſhe was ſunk: ſoon after which, the Preſton returned to New York.

Sir George Collier, commanding his Majeſty's ſhip Rainbow, being ſenior naval officer at the port of Halifax in Nova Scotia, having received advice, that on the 16th of June, a party of the rebels, ſuppoſed to be about two hundred men, had landed in the river St. John's, ordered Captain Hawker, in the Mermaid of twenty-eight guns, together with the Gage armed

ſloop, and Nova Scotia armed ſchooner, to proceed with the utmoſt expedition into that river. Major-General Maſſey ſent, at the ſame time, a detachment of the Royal Highland Emigrant regiment on board the Mermaid. Sir George alſo directed the Vulture ſloop, and Hope ſchooner, from the baſon of Minas and Annapolis, to join Captain Hawker; and a detachment of ſoldiers, under the command of Brigade-Major Stedholm, (who likewiſe was to have the command of all the parties of the land-forces employed on this ſervice,) was ordered from Fort Cumberland to co-operate in this expedition.

On the 27th of June, Captain Hawker arrived in St. John's road, and he learned, that the Vulture ſloop was in the river. He ſoon received a letter from her Captain, informing him, that the enemy had taken poſſeſſion of the town, fired upon his boats, and wounded ſix of his men in attempting to land. Upon ſeeing the Mermaid come to an anchor in the road, they quitted the town, and poſted themſelves in the woods round the harbour. Neither the Hope, nor any of the armed veſſels with the troops, had as yet arrived from Fort Cumberland: but Captain Hawker, nevertheleſs, thinking that he had a ſufficient force to attack them, made a diſpoſition for that purpoſe. At this critical time, Major Stedholm arrived with his detachment, landed them, took the command of the troops, and marched into the woods in queſt of the rebels. He ſoon found them, and attacked them ſo briſkly, that they were immediately put to flight; but being better acquainted with the country than their purſuers, they made their eſcape by gaining their whale-boats, and puſhing up the river above the falls. The loſs on either ſide was inconſiderable.

The American Congreſs, having eſtabliſhed a ſmall naval force, ordered Commodore Manley, with ſome of their ſhips, to ſea on a cruize. Having ſailed in conſequence of theſe orders, and being on the 27th of June off the banks of Newfoundland, the Handcock and Boſton frigates, of thirty-two guns each, fell in with his Majeſty's frigate Fox, commanded by Captain Patrick Fotheringham. They immediately attacked

ed her, and in the midſt of a very warm engagement which enſued, the Fox took fire in the main-chains, owing to ſome of the wads of her guns having lodged there. Upon obſerving this, the Americans ceaſed to fire, until the flames were extinguiſhed: when the battle was renewed with greater keenneſs than before. After an action of two hours, the Fox was reduced to a mere wreck; and unable to contend any longer againſt ſo ſuperior a force, ſhe ſtruck, having loſt a good many men. Among the killed was the Honourable James John Napier, Lieutenant of Marines.

On the 6th of July, as Commodore Manley was conducting his prize to Boſton, he fell in with his Majeſty's ſhip Rainbow, commanded by Sir George Collier, having in company the Victor brig. Sir George immediately gave chace to the rebel ſhips and their prize; which, miſtaking the Rainbow for a line of battle ſhip, ſtood from him. He neared the enemy conſiderably; and at day-break on the 7th, got ſight of them again, with a ſloop in company, that had joined them in the night. At this time, they were about five or ſix miles ahead of the Rainbow, which continued to chace, and was gaining on them faſt. They then quitted the ſloop and ſet her on fire; the three war ſhips going off in a regular line of battle ahead, and ſetting top-gallant-royals, and every ſail that could be uſeful to them.

A little after ſix, another ſail was diſcovered from the Rainbow, ſtanding towards the enemy's ſhips. Though ſhe hoiſted Britiſh colours, and fired two guns to leeward, as ſhe did not anſwer the private ſignal notwithſtanding, great doubts were entertained whether ſhe was one of Commodore Manley's fleet. In chacing ſhe croſſed the Rainbow at four miles diſtance, being on contrary tacks; but as ſoon as ſhe could fetch the wakes of the enemy's ſhips, ſhe put about. About ten, the rebels ſhips went away laſking: and a little before eleven, ſeveral ſhot were exchanged between the ſternmoſt of them and the ſtranger, which proved to be his Majeſty's ſhip Flora, commanded by Captain (now Admiral) Briſbane. Soon after that, they ſtood on diſ-

ferent courſes; and ſome more firing enſued at different times, as they manœuvred, in the courſe of the day. The Flora followed the ſhip that ſhe was moſt likely to overtake; Sir George Collier continued in purſuit of the largeſt, and by means of night-glaſſes kept ſight of her during the night; at day-break on the 8th got within a mile of her, and at four o'clock began to fire the bow-chace, and gave occaſional broadſides as his guns could be brought to bear. At half paſt eight, the Rainbow got within hail of the chace; and Sir George informed them, that if they expected quarter, they muſt ſtrike immediately. Mr. Manley took a few minutes to conſider what he ſhould do: and during this pauſe, the breeze freſhened a little. Edeavouring to avail himſelf of this circumſtance, by ſetting ſome of his ſteering ſails on the other ſide, in the hope of effecting his eſcape, a broadſide was fired into his ſhip, and he immediately ſtruck his colours. Thus, after a chace of thirty-ſix hours, was taken the Handcock frigate, appertaining to Congreſs, mounting thirty-two guns, moſtly twelve pounders, and having two hundred and twenty-nine men. Her complement was two hundred and ninety; but the remainder were on board of the Fox. Mr. Haynes, Firſt Lieutenant of the Rainbow, was ſent to take poſſeſſion of the prize, in which he found Captain Fotheringham of the Fox, with forty of his crew.* The Handcock was a large

* Captain Fotheringham, ſoon after his arrival in England, was, on the 3d of March, 1778, tried for the loſs of his Majeſty's ſhip the Fox, by a Court-martial, aſſembled on board of the Centaur in Portſmouth harbour. Sir Thomas Pye, Admiral of the White, was Preſident; and Captains John Evans, Andrew Wilkinſon, Charles Middleton, Richard King, Jonathan Faulkner, Mark Robinſon, Richard Edwards, John Elliot, Digby Dent, Honourable Frederick Maitland, Honourable John Leveſon Gower, and George Bowyer, were Members of the Court. The ſentence was as follows: That it appears to this Court, that Captain Patrick Fotheringham acted in every reſpect as a ſeaman and an officer, in conducting and defending his Majeſty's ſhip Fox, under his command: That it appears to this Court, that he did not give her up, until ſhe was become defenceleſs and unmanageable; and then, with the concurrence of the other officers. That any further defence of the Fox would have been ineffectual, and would only have ſacrificed the lives of the people; and that the reſt of the officers, and the ſhip's

a large frigate, quite new, and although foul, it was owing chiefly to miſmanagement of her Captain, that the Rainbow came up with her, as ſhe proved a very ſwift ſailer. She was purchaſed by Government, and added to the Royal Navy by the name of the Iris.

Sir George Collier proceeded with his prize to Halifax, where, on his arrival, he had the pleaſure to find the Flora, which had reached that port a few days before him. and brought with her the Fox frigate, which ſhe had retaken. The enemy's ſhip that effected her eſcape was the Boſton.

The province of Nova Scotia being threatened with an invaſion from the eaſtern parts of New England, Sir George Collier, in the Rainbow, accompanied with the Blonde, Mermaid, and Hope ſloop, under his command, ſailed from Halifax to Machias. He arrived there on the 13th of Auguſt, and next morning, though oppoſed by a briſk fire of ſmall arms from each ſide of the river, and from the fort, he landed the marines from the war ſhips. They advanced, and after a trifling reſiſtance, took and deſtroyed the fort, together with three magazines, containing flour, rice, tanned leather, hides, ſhoes, ammunition, and other articles; alſo ſeveral ſmall veſſels, and a corn mill, with a large quantity of corn. The war ſhips took a ſloop of eighty tons, laden with lumber. Sir George Collier left the Blonde at Machias, in hopes of intercepting ſome veſſels expected there from Boſton, with ſtores and proviſions: and proceeded along the coaſt of New Hampſhire and New England. While on that ſervice, he took and deſtroyed a ſhip ready to ſail from Sheepſcut river, with a cargo of maſts for France; alſo three brigs, eleven ſloops, and fifteen ſchooners.

The Apollo of thirty-two guns, Captain Pownall, took the Freedom

ſhip's company, did every thing in their power in defending and preſerving the ſhip againſt ſo ſuperior a force. That the Court do, therefore, adjudge Captain Fotheringham, his officers and people, to be honourably acquitted, and they are hereby honourably acquitted accordingly.

Signed by all the Court as above mentioned; and alſo by Thomas Binſteed, Deputy Judge Advocate.

Freedom brig privateer of Boſton, of twelve guns, and a hundred and one men. Many of the cruizing ſhips were very ſucceſsful, particularly the Brune, Captain Fergufon, who took ſome ſhips of conſiderable value. The Milford of twenty-eight guns, Captain Ford, beſides four privateers and upwards of fifty trading veſſels, took the Cabot, an American veſſel of war of ſixteen guns, which was purchaſed by Government, and added to the Britiſh Navy.

On this ſtation, the Royal Navy ſuſtained ſeveral loſſes in ſhips, officers, and men, excluſive of the loſs of the Auguſta and Merlin already mentioned. The Repulſe of thirty-two guns, commanded by Captain Henry Davis, having been on a cruize off the Bermudian iſlands, where ſhe had been very ſucceſsful, was unfortunately overtaken by a violent gale on her return to New York, in which ſhe foundered, and all on board periſhed.

On the 10th of November, the Syren of twenty-eight guns, Captain Tobias Furneaux, was wrecked on Judith Point, Rhode Iſland; the crew were ſaved.

The Liverpool of twenty-eight guns, Captain Henry Bellew, was wrecked on Long Iſland; and the Cruizer ſloop, Captain Parry, was wrecked on the coaſt of South Carolina, but the crews of both ſhips were ſaved.

NEWFOUNDLAND STATION.

Vice-Admiral Montagu commanded his Majeſty's ſhips and veſſels on this ſtation.* The armed brig Penguin, of ten guns, ten ſwivels, and forty-five men, commanded by Lieutenant John Lloyd, on the 15th of Auguſt, off the Banks of Newfoundland, fell in with a rebel brig privateer; and, after a ſmart action of an hour and a half, forced her to ſtrike. She was called the Retaliation, belonged to Beverley, mounted twelve guns, (four of which were ſix pounders) eleven ſwivels, and two organ guns; and had a crew of ſixty-ſix men, of which

* See Note 73.

which two were killed, and her Commander and eleven men were wounded. The Penguin had one man killed; and the maſter, a midſhipman, and five men, wounded. Both veſſels were much damaged in their hulls, ſails, and rigging.

The Bienfaiſant of ſixty-four guns, Captain Macbride, took the American Tartar, a privateer belonging to the rebels, of twenty-four guns, and two hundred men.

The Veſtal of thirty-two guns, Captain James Shirley, and Pegaſus of eighteen guns, Captain Hamilton Gore, on their voyage to this ſtation, both foundered, and all on board periſhed.

WEST INDIES.—LEEWARD ISLANDS.

On this ſtation, his Majeſty's ſhips were commanded by Vice-Admiral Young.†

The Beaver ſloop of fourteen ſix-pounders, and one hundred and twenty-five men, commanded by Captain James Jones, near the iſland of St. Lucia, fell in with and fought a rebel privateer very cloſely, for three quarters of an hour, when ſhe ſtruck. She proved to be the Oliver Cromwell of twenty-four guns, fourteen of which were nine pounders, ten ſwivels, ten cohorns, and one hundred and fifty men. In the action ſhe had twenty men killed, and as many wounded; and her rigging, maſts, and ſails, much damaged. On board the Beaver, only two men were wounded. Soon after the capture of this veſſel, Captain Jones returned to England; and, for his good conduct and bravery, was promoted to the command of the Penelope of twenty-eight guns.

The homeward-bound trade from this part of the Weſt Indies, under convoy of his Majeſty's ſhip Camel of twenty-two guns, (nine pounders) commanded by the Hon. Captain William Finch, and the Druid and Weaſel ſloops,‡ commanded by Captains Peter Carteret and Samuel Warren, on the 4th of September, in N. latitude 40° 33′, W. longitude 50° 17′, was,

† See Note 74.

‡ The Druid of fourteen and Weaſel of ſixteen guns.

was chaced by the Raleigh,* a rebel frigate of great force. The fleet was at that time much diſperſed. The frigate ſteered for the Druid, which was five miles aſtern of the Camel, in the rear of the fleet, repeating the ſignal for the ſhips to go under the Camel's ſtern, and obliging them to bear down. The Weaſel was employed on the ſame duty to leeward, and almoſt out of ſight. As ſoon as Captain Carteret perceived that the Raleigh was in chace of the fleet, he prepared his ſhip for action, and turned all hands to quarters. At five o'clock ſhe came within piſtol ſhot of the Druid, hailed her, deſired her to ſtrike to the American flag, hoiſted her colours, and began to engage. The firſt broadſide mortally wounded Captain Carteret, and killed his Maſter. The command then devolved on Lieutenant John Bourchier, who engaged the enemy with great ſpirit and reſolution. At ſix o'clock, ſhe made ſail ahead. The Druid did the ſame, and Lieutenant Bourchier endeavoured to keep her broadſide on; but his rigging and ſails were ſo much damaged as to be almoſt uſeleſs. As her head-ſails only were of ſervice, the Druid edged way, and kept the Raleigh nearly on her bow, till twenty minutes paſt ſix. She then had the wind abaft, ſheered off, hauled down her colours, and made ſail. Lieutenant Bourchier now attempted to wear the Druid, and rake the enemy; but his rigging was ſo entirely diſabled, that he could not execute his intention. He therefore endeavoured to purſue her: but having four feet ten inches of water in the hold, and his maſts, yards, and ſails, in a moſt ſhattered condition, he was obliged to deſiſt; and at half paſt ſeven o'clock to bring to, in order to repair the ſhot-holes between wind and water, and to clear the wreck and pump the ſhip.

About this time, another war ſhip† appeared, and joined the Raleigh. The Camel and Weaſel gave chace to both; but the enemy's ſhips being clean, they could not come up with them. They therefore returned to protect the fleet, which had been much expoſed for three days and three nights, during which

* Of thirty-two guns, nine and twelve pounders.

† The Alfred of twenty guns, nine pounders.

which the rebel ſhips had kept in ſight. The Captains, however, managed ſo well, that the enemy's ſhips, notwithſtanding their ſuperior ſtrength, did not take one of the fleet committed to their care.

In the action the Druid loſt her Captain, whoſe left thigh was ſhattered by a ſhot; he underwent amputation, but died the morning of the 5th: the Maſter and five men were killed, and four died of their wounds in a few days; Lieutenant James Nicolſon of the marines, Mr. Polſon, ſurgeon's mate, and nineteen men, were wounded. The Lords of the Admiralty were ſo well pleaſed with the gallant behaviour of Lieutenant Bourchier, that they confirmed him in the command of the Druid.

The Antigua ſloop, commanded by Lieutenant Billy Douglas,* fell in with the Blackſnake privateer, of twelve guns and ſixty men, which he took after a moſt deſperate engagement: for which gallant action, he was ſoon after made a Maſter and Commander.

WEST INDIES.—JAMAICA STATION.

Vice-Admiral Gayton commanded his Majeſty's ſhips on this ſtation.† He had appointed Mr. Jordan, an acting Lieutenant, to the command of the Racehorſe ſchooner of ten guns, (three pounders) eight ſwivels, and four muſquetoons, with thirty-ſeven men. This officer, on a cruize, fell in with a rebel privateer called the Gueſt, carrying ſixteen guns and ſixteen ſwivels, with between ninety and a hundred men, engaged her upwards of two hours, when he reſolutely boarded and carried her. Her Commander had a commiſſion from Congreſs, but her men were almoſt all French; of whom ſixteen were killed, and forty wounded, in the action. On board the Racehorſe, only one man was killed and eight wounded. The cruizers were extremely active on this ſtation, and carried in a great number of prizes to Jamaica.

MEDITER-

* Now Rear-Admiral of the Blue.

† See Note 75.

MEDITERRANEAN.

The ſquadron on this ſtation was commanded by Vice-Admiral Man,* and the cruizers were very alert. His Majeſty's frigate Levant of twenty-eight guns, Captain George Murray, being on a cruize in the month of June off the coaſt of Portugal, fell in with a rebel privateer, with a brig (her prize) in company, and immediately gave chace to them. In two hours the frigate got alongſide of the privateer; when, after an action of ten minutes, in which the enemy had one man killed and three wounded, ſhe ſtruck: and proved to be the Vigilant of fourteen guns. As the weather was moderate, and as Captain Murray perceived that the brig was making off, he ordered the Lieutenant and people whom he had ſent on board of the privateer, to cut all the lanyards of her ſhrouds and ſtays, in order to prevent her carrying ſail, while the Levant purſued the brig; which, after an hour's chace, he took without oppoſition. She proved to be the Mayflower, from Liſbon bound to Briſtol, and had been taken the day preceding. As ſoon as the priſoners were ſhifted, both veſſels made ſail towards the Vigilant prize, and joined in about two hours. She was ſoon ſo much repaired as to be able to make ſail. On ſearching her papers it was found, that the Maſter's name was Richard Whitear, and that ſhe had been fitted out at Dunkirk. The Captain ſent both his prizes to Gibraltar, continued his cruize, and in a few days gave chace to a ſhip deeply laden. He ſoon came up with her, and on firing at her ſhe ſtruck. She proved to be an American veſſel, called the Pitt, of two hundred tons burden, Edward Shears maſter, fitted out at Cherburg, and bound to Boſton, having on board two braſs mortars, one hundred and fifty ſwivels, bar iron, ſhot, muſquets, &c. ſuppoſed to be worth 3000l. ſterling.

The Raven ſloop, on her paſſage from the Weſt Indies, took and brought into Gibraltar, an American ſhip, called the Vengeance,

* See Note 76.

Vengeance, of ten carriage and ſix ſwivel guns, with a valuable cargo, conſiſting of rice, tobacco, indigo, &c.

NAVAL TRANSACTIONS AT OR NEAR HOME.

The Lords Commiſſioners of the Admiralty having received information, that a rebel ſhip of war was ſoon to ſail from France with diſpatches for Congreſs, gave orders to Lieutenant John Bazely,* commanding his Majeſty's cutter Alert of ten four pounders, ten ſwivels, and ſixty men, to put to ſea and endeavour to intercept her. On the 19th of September, at five o'clock in the morning, Mr. Bazely had the good fortune to get ſight of her, W. by S. fourteen leagues from Uſhant, two days after ſhe had ſailed from Morlaix. He immediately gave chace; at half paſt ſeven got cloſe alongſide of her, and commenced an action which laſted until ten, when ſhe bore up, and made ſail. As ſoon as he had got his rigging ſomewhat repaired, he renewed the chace, got up with his opponent again about one o'clock, when the action recommenced and continued very hot until half paſt two, when ſhe ſtruck. She proved to be the Lexington a rebel brig of war, armed with ſixteen guns, twelve ſwivels, and eighty-four men, commanded by one Johnſon. She had ſeven men killed, eleven wounded, and her rigging much cut. On board the Alert only two men were killed, and three wounded, one of them mortally. For this piece of good ſervice, Mr. Bazely was made a Maſter and Commander. The enemy, before they ſtruck, threw the diſpatches overboard.

Several of the cruizing ſhips of the line fell in with French ſhips of war of the ſame force. They frequently ſpoke to each other; but as few or no compliments paſſed on ſuch occaſions, it was generally conjectured that there was little friendſhip ſubſiſting between the two Courts.

On the 11th of November, a ſmall ſquadron, under the command of Captain Digby, was ſent on a cruize to the weſtward.

* Now Vice-Admiral of the White.

ward.* They returned to England on the 26th of December.

On the 27th of that month, another ſmall ſquadron,† under Captain Samuel Hood, was ſent alſo to cruize to the weſtward, where they remained till the middle of January, and then came home.

1778.

THE narrative of the naval and military tranſactions of this year requires extraordinary attention, and neceſſarily involves ſome political diſcuſſions, explanatory of the cauſes which led Great Britain into a war, firſt with France, and then with Spain.

The French nation had uniformly ſhewn a very great partiality to the cauſe of the American colonies, from the moment that their diſputes with Britain became ſerious. Large ſubſcriptions‡ had been made among the wealthy in that country, for purchaſing fire-arms, cannon, and military ſtores of all kinds, which were conveyed to America, to ſtrengthen the coloniſts againſt the mother-country. This diſpoſition was ſecretly encouraged by the Court, and by M. de Sartine, the Miniſter of Marine, who foſtered it with care. Beſides the general intention of reducing the very great proſperity of Britain, which all the maritime ſtates regarded with ſome degree of jealouſy, the French Court and nation probably had a view, in the event of a ſeparation between her and her colonies, to ſecure to themſelves a preference in the commerce with America, by eſtabliſhing an early claim to her friendſhip.

France now began to arm in all her principal ſeaports, without having any reaſonable pretext for ſuch conduct.—This ſufficiently indicated her hoſtility to Great Britain, already conſiderably weakened by the bad ſucceſs which had hitherto attended her arms, and by the neceſſity of continuing to employ a large proportion of her forces abroad. The American

* See Note 77. † See Note 78.

‡ Said to be upwards of 200,000l.

rican Congreſs had ſent ſeveral confidential men to Europe, with authority to aſſume public characters, and to act as their agents. Dr. Franklin and ſome others were known to be at Paris, and the French Court connived at their reſidence in that city. None of theſe occurrences could eſcape the obſervation of ſuch an able Miniſter as Lord Stormont, then Ambaſſador at the Court of France, who failed not to give the Britiſh Miniſtry the earlieſt and beſt intelligence on the ſubject. By ſome ſtrange fatality, however, the important information and uſeful ſuggeſtions which he ſent were diſregarded; while the falſe profeſſions of an inſidious Court were credited.

Such was the ſtate of affairs with reſpect to France: and no account either of Sir William Howe's ſucceſſes in Penſylvania, or of the diſaſters of the northern army, under General Burgoyne, had reached England on the 20th of November, 1777, when Parliament met, and both Houſes were addreſſed by his Majeſty, in the following Speech from the Throne:

"*My Lords and Gentlemen,*

"It is a great ſatisfaction to me, that I can have recourſe to "the wiſdom and ſupport of my Parliament, in this conjunc- "ture, when the continuance of the rebellion in North Ame- "rica demands our moſt ſerious attention. The powers which "you have intruſted me with, for the ſuppreſſion of this re- "volt, have been faithfully exerted: and I have a juſt con- "fidence, that the conduct and courage of my officers, and "the ſpirit and intrepidity of my forces, both by ſea and land, "will, under the bleſſing of Divine Providence, be attended "with important ſucceſs: but as I am perſuaded that you will "ſee the neceſſity of preparing for ſuch further operations, as "the contingencies of the war, and the obſtinacy of the rebels "may render expedient, I am, for that purpoſe, purſuing the "proper meaſures for keeping my land-forces complete to their "preſent eſtabliſhment: and if I ſhould have occaſion to in- "creaſe them, by contracting any new engagements, I rely on "your zeal and public ſpirit to enable me to make them good.

" I receive repeated assurances from foreign powers of their " pacific dispositions: my own cannot be doubted: but at this " time, when the armaments in the ports of France and Spain " continue, I have thought it advisable to make a considerable " augmentation to my naval force, as well to keep my king- " doms in a respectable state of security, as to provide an " adequate protection for the extensive commerce of my sub- " jects: and as on the one hand, I am determined, that the " peace of Europe shall not be disturbed by me; so on the " other, I will always be a faithful guardian of the honour of " the Crown of Great Britain."

" *Gentlemen of the House of Commons,*

" I have ordered the estimates for the ensuing year to be laid " before you. The various services, which I have mentioned to " you, will undoubtedly require large supplies; and nothing " could relieve my mind from the concern, which I feel for the " heavy charge which they must bring on my faithful people, " but the perfect conviction that they are necessary for the wel- " fare and essential interests of my kingdoms."

" *My Lords and Gentlemen,*

" I will steadily pursue the measures in which we are engag- " ed, for the re-establishment of that constitutional subordina- " tion, which, with the blessing of God I will maintain through " the several parts of my dominions: but I shall ever be watch- " ful for an opportunity of putting a stop to the effusion of the " blood of my subjects, and the calamities which are inseparable " from a state of war. And I still hope, that the deluded and " unhappy multitude will return to their allegiance: and that " the remembrance of what they once enjoyed, the regret of " what they have lost, and the feelings of what they now suf- " fer, under the arbitrary tyranny of their leaders, will rekindle " in their hearts, a spirit of loyalty to their Sovereign, and of " attachment to their mother-country; and that they will en- " able me, with the concurrence and support of my Parlia- " ment,

" ment, to accompliſh, what I ſhall conſider as the greateſt " happineſs of my life, and the greateſt glory of my reign, the " reſtoration of peace, order, and confidence, to my American " colonies."

The addreſſes in each Houſe were moved for in the uſual ſtile: but were not carried without long and violent debates. In the Houſe of Commons, there were for the addreſs two hundred and forty-three; againſt it, eighty-ſix. In the Houſe of Lords it was ſtrenuouſly oppoſed, particularly by the Earl of Chatham, who, among other things, averred, " that our coaſts were " daily inſulted; that our merchant ſhips were deſtitute of " protection; that we had not above five thouſand troops in " Britain; not more in Ireland; and not above twenty ſhips of " the line manned and fit for ſervice: while, on the contrary, " our formidable and inveterate enemies, the two leading " branches of the Houſe of Bourbon, had a powerful navy, " their coaſts lined with troops on all ſides, and their inten- " tions were known to be hoſtile." Theſe aſſertions drew a reply from the Earl of Sandwich, then Firſt Lord of the Admiralty. He aſſerted, that there were then, forty-two ſhips of the line in commiſſion in Great Britain; that thirty-five of them were completely manned, and ready for ſea at a moment's warning; that with reſpect to the other ſeven, the complements of which were not yet completed, there were but two thouſand four hundred ſeamen and ſeven hundred marines wanting: that in America, there were ninety-three ſhips and veſſels of war, of which ſix were of the line: and that our whole naval force, fit for actual ſervice, conſiſted of fifty-four ſhips of the line, and nearly two hundred frigates, ſloops, and veſſels of war; a force ſuperior to what France and Spain, if they were ſo inclined, which however he was ſure they were not, could bring againſt us. The addreſs was carried by eighty-four contents, and thirteen proxies; not-contents, twenty-eight.

Mr. Buller, one of the Lords Commiſſioners of the Admiralty, moved, that ſixty-thouſand ſeamen, including eleven thouſand eight hundred and twenty-nine marines, ſhould be employed

for the year 1778: and the grants of this ſeſſion of Parliament, for the navy, amounted to 5,001,895l. 16s.

It was not until the 3d of December, that the Secretary of State, for the American Department, was forced to acknowledge in the Houſe of Commons, that information had been received, but not officially at his office, of General Burgoyne's diſaſter at Saratoga. The Houſe received the intelligence with aſtoniſhment, and the Miniſtry were ſubjected to a moſt ſevere cenſure for their conduct, from the gentlemen in oppoſition. The receſs of both Houſes took place on the 10th: and on the 15th of the ſame month, the London Gazette confirmed the diſmal accounts of the unfortunate termination of the Canadian expedition. The Parliament met again on the 20th of January, 1778; by which time, the Miniſtry had ſettled the meaſures which they intended to adopt. The loſs which the nation had ſuſtained by General Burgoyne's misfortune, forced Adminiſtration to make conſiderable alterations in their plan of operations for the enſuing campaign. They were not ſo ſanguine as formerly, in their hopes of reducing the rebellious colonies to obedience by force of arms, although that meaſure was not wholly relinquiſhed. The ſucceſſes of the ſouthern army, had by no means equalled their expectations: and they now clearly ſaw, that Great Britain had not ſo many real friends in America as had been repreſented to them, in reports which they had received with unreſerved confidence. To reinforce the army ſerving in North America, by adding to the number of foreign troops already employed, was a meaſure not to be attempted; both as it was found to be an enormouſly expenſive method of levying men, and as the German Princes, who had hired out their legions for this ſervice, had great difficulty in keeping them complete. Recruiting for theſe regiments was alſo much diſcouraged, by ſeveral of the German potentates: and one of the moſt conſiderable of them, (for whom Britain had expended millions) abſolutely refuſed a paſſage through a ſkirt of his dominions to ſome troops actually in the Britiſh pay. To reſent this indignity was beyond the preſent abilities of the ſtate;

ſtate; but the difficulty was ſurmounted by changing the route of the troops, who were obliged to make a circuitous march, by which much time was loſt. Though Adminiſtration had reſolved to make great conceſſions to the Americans, and to offer ſuch terms as, in their judgment, could not fail of effecting an accommodation; they conſidered, that the ſureſt method of attaining this end would be, by ſhowing the diſcontented coloniſts, that conciliation was, on their part, rather a matter of choice than of neceſſity; and that the means of compulſion were ſtill in their power. For this purpoſe, they ſaw it neceſſary to have another army: and to obviate the difficulties of raiſing it, they tried a new expedient. They reſolved to have recourſe to the zeal of their particular friends, and to the ardour of ſuch communities as might view in a patriotic light, the coercive meaſures which they had promoted againſt the revolted colonies.' If this plan ſhould prove ſucceſsful, it would enable Government, on eaſy terms, not only to replace the army which had ſurrendered at Saratoga, but alſo to complete the different corps ſerving in America, which, by deaths, wounds, ſickneſs, and deſertion, had ſuffered ſo conſiderable diminution, that they were ſcarcely able to take the field. Its ſucceſs exceeded their moſt ſanguine expectations. In England, ſome men of high rank and influence gave it their hearty ſupport; and the wealthy merchants and manufacturers contributed largely to forward it. A regiment was raiſed at Liverpool, another at Mancheſter; and at other places large ſubſcriptions were filled, for the purpoſe of recruiting his Majeſty's forces. In North Britain, the ſame ſpirit appeared: the Dukes of Hamilton, Argyle, and Athol, and Lords Seaforth and Macdonald, raiſed each a regiment, as did the cities of Edinburgh and Glaſgow.

Although affairs, in this reſpect, accorded with the wiſhes of Adminiſtration, it cannot be ſuppoſed, that they were ſo much at their eaſe as they affected to be; for they were now fully informed of what was paſſing at Paris, where the agents of the Americans were endeavouring to negociate a commer-

cial treaty with France. As ſoon as certain accounts of the diſcomfiture of General Burgoyne's army reached theſe agents, they got this treaty concluded; by ſucceſsfully repreſenting to the French Miniſtry, that in conſequence of this event, the Americans were in full poſſeſſion of the Independence they had claimed. They had likewiſe obtained information, that the Britiſh Miniſter intended to ſend Commiſſioners to America, inveſted with the moſt ample powers to treat with the revolted colonies, and with authority to offer them the moſt favourable terms, as ſoon as an act of Parliament could be paſſed for that purpoſe. They accordingly repreſented to the French Miniſtry, that now or never, was the time for them to ſtrike their long intended ſtroke. They ſtated, that if ſuch conciliatory propoſitions ſhould reach America before they had openly eſpouſed her cauſe, many, in that country, who were unfriendly to the war, and averſe to a total ſeparation from Britain, might be diſpoſed to adopt them; but that if France ſhould appear as her avowed protector and ally, Congreſs would be enabled to reject the offers of the parent ſtate, and the people would with confidence continue their reſiſtance to the armies of England. In this event, they averred, that their countrymen would become the eſtabliſhed friends of the French, and perſiſt with ſpirit in the conteſt; fondly cheriſhing the hope, that Britain, oppreſſed by the immenſe debts ſhe had contracted, and enfeebled by the numerous defeats ſhe had ſuſtained, would be unable to carry on the war with vigour. M. de Sartine ſo powerfully ſeconded the repreſentations of the American agents, that in a ſhort time another treaty of alliance, private, confidential, and in its tendency very menacing to this country, was concluded. It has ſince appeared, that Lord Stormont gave very early intimation to Miniſtry of theſe tranſactions.

The Parliament met, after the Chriſtmas receſs, on the 20th of January; and both parties renewed their hoſtilities with the keeneſt animoſity, on every piece of public buſineſs that was brought before them. At laſt, on the 17th of February, Lord North

North introduced his propoſitions for conciliating the Americans to the mother-country. After giving the outlines of what he expected from the preſent ſtate of America; he lamented, that the events of the war had proved far leſs fortunate than, in his opinion, they ſhould have been: and affirmed, that the force employed by Government was ſo great, ſo completely equipped, and in all reſpects ſo amply provided for, as to warrant both him and the country in forming expectations of ſucceſs, greatly beyond what had been realized. But to theſe events, and not to thoſe expectations, he ſaid, he muſt make his plan conform: and, as the foundation of his conciliatory ſcheme, he propoſed to bring into Parliament two bills, under the following titles. "A Bill for declaring the intentions of "the Parliament of Great Britain, concerning the exerciſe of the "right of impoſing taxes within his Majeſty's Colonies, Pro-"vinces, and Plantations in North America:—And a Bill to "enable his Majeſty to appoint Commiſſioners, with ſufficient "powers to treat, conſult, and agree upon, the means of quiet-"ing the diſorders now ſubſiſting in certain of the Colonies, "Plantations, and Provinces of North America." Lord North then informed the Houſe, that it was intended to appoint Five Commiſſioners, and to inveſt them with very extenſive powers. They ſhould be enabled to treat with the Congreſs by name, as if it were a legal body, and ſo far to give it authenticity, as to ſuppoſe all its acts and conceſſions binding on all America; to treat with any of the Provincial Aſſemblies, upon their preſent conſtitutions; and with any individuals in their preſent civil capacities or military commands; with General Waſhington, or any other officer. They ſhould have a power to order a ſuſpenſion of arms; to ſuſpend the operation of all laws; and to grant all ſorts of pardons, immunities, and rewards. They ſhould have a power of reſtoring all the colonies, or any of them, to the form of its ancient conſtitution, as it ſtood before the troubles: and in any of thoſe where the King nominated the governors, council, judges, and other magiſtrates, to nominate ſuch at their diſcretion, until his Majeſty's

further pleaſure ſhould be known. He obſerved, that the deficiency of power in the former Commiſſioners had been objected to, and Congreſs had inſiſted on their acknowledgment of their title to independence, previous to entering into any treaty whatſoever. Theſe pretenſions, he ſaid, ſhould now be admitted, and allowed to exiſt, until the treaty had received its final ratification by the King and Parliament of Great Britain. The Commiſſioners ſhould alſo be inſtructed to negociate for ſome reaſonable and moderate contribution, towards the common expence of the Empire when reunited; and to take away all pretext for not terminating this unhappy difference, the contribution was not to be inſiſted on as a *ſine qua non* of the treaty: but if the Americans ſhould refuſe ſo reaſonable and equitable a propoſition, they could not hereafter look for ſupport from that part of the Empire, to the expence of which they had refuſed to contribute.

Such was the plan of Adminiſtration, for healing the unhappy differences that ſubſiſted between Great Britain and her North American colonies. Whoever conſiders it deliberately will ſee, that there was no intention on the part of Britain to enſlave her American ſubjects, though ſuch an inſinuation had been artfully propagated in many of the colonies.

Theſe bills did not paſs through the Houſe of Commons without very ſevere cenſure: and during their progreſs, ſeveral alterations were made in them, both in the committee and at their report. Whether it proceeded from a change of opinion, or from whatever other cauſe, the powers which they gave to the Commiſſioners were much more limited, than thoſe which the Miniſter had at firſt propoſed. The oppoſition ſtated, that immediate deciſion, on the part of the perſons who were to conduct the treaty in America, might be indiſpenſibly neceſſary to the ſucceſs of their negociations; that this was the only circumſtance which could afford an oſtenſible motive, either for demanding or granting ſuch powers as the bills were intended to convey; and that, if the treaty was to be ſettled in Britain, this would be moſt properly done by Parliament itſelf. They accord-

accordingly complained, that while, by paſſing theſe bills, Parliament diveſted itſelf of moſt important powers, inſtead of conferring them on its Commiſſioners, who were to act abroad, it reſerved them at home in the hands of Miniſters, who might afterwards uſe them as they ſhould think fit. In this ſtate they were carried to the Lords, on the 3d of March, and on that day read a firſt time. Some ſevere obſervations were made upon them in their progreſs through the Houſe; but they were read a ſecond time on the 5th, paſſed on the 9th, and on the 11th received the Royal Aſſent. On the 13th of April, the King ordered Letters Patent to be paſſed under the Great Seal of Great Britain, conſtituting and appointing Frederick Earl of Carliſle, Knight of the Thiſtle; Richard Lord Viſcount Howe of the kingdom of Ireland; Sir William Howe, K. B. Lieutenant-General of his Majeſty's forces, and General of his Majeſty's forces in America only; William Eden, Eſq; one of the Commiſſioners for Trade and Plantations; and George Johnſtone, Eſq; Captain in the Royal Navy; to be his Majeſty's Commiſſioners to treat, conſult, and agree upon, the means of quieting the diſorders now ſubſiſting in certain of his Majeſty's Colonies, Plantations, and Provinces in North America. Adam Ferguſon, Eſq; was appointed Secretary to the Commiſſioners.

The time was now arrived, when the French Miniſtry were to throw off the maſk, and openly to avow their connection with the American States, as an independent government. On the 13th of March, two days after the conciliatory bills had received the royal aſſent, the Marquis de Noailles, the French Ambaſſador at the Britiſh Court, in the name and at the deſire of his Maſter, delivered to Lord Weymouth, one of his Majeſty's Principal Secretaries of State, a Declaration, which completely verified the intelligence formerly tranſmitted from Paris by Lord Stormont, and to which Adminiſtration had, unfortunately, not been pleaſed to beſtow the attention which its importance demanded.*

Lord

* See Note 79.

Lord North, by his Majeſty's order, acquainted the Houſe of Commons, that next day he was to preſent a Meſſage from the King to that Houſe; and accordingly, on the 17th of March, he delivered the Royal Meſſage, accompanied with a copy of the French Declaration.* After informing the Houſe, that in conſequence of this offenſive communication, the King had ſent orders to his Ambaſſador to withdraw from the Court of France, he ſaid, "That his Majeſty was perſuaded, the "juſtice and good faith of his conduct towards foreign powers, "and the ſincerity of his wiſhes to preſerve the tranquillity of "Europe, will be acknowledged by all the world; and that he "truſted, that he ſhall not ſtand reſponſible for the diſturbance "of that tranquillity, if he ſhould find himſelf called upon to re-"ſent ſo unprovoked and ſo unjuſt an aggreſſion on the honour "of his Crown, and the eſſential rights of his kingdoms; con-"trary to the moſt ſolemn aſſurances, ſubverſive of the law of "nations, and injurious to the rights of every ſovereign power "in Europe. His Lordſhip concluded by ſaying, that his Ma-"jeſty, relying with the firmeſt confidence on the zealous and "affectionate ſupport of his faithful people, is determined to be "prepared to exert, if it ſhall become neceſſary, all the force "and reſources of his kingdoms; which, he truſts, will be "found adequate to repel every inſult and attack, and to main-"tain and uphold the power and reputation of this country." On the ſame day, Lord Viſcount Weymouth delivered a ſimilar Meſſage to the Houſe of Lords. When, in conſequence of theſe meſſages, the addreſſes came to be moved for in both Houſes, very warm debates enſued; and Adminiſtration were moſt ſeverely cenſured for their conduct, as it reſpected not America only, but France. The Miniſter, however, carried the addreſs in the Houſe of Commons, by two hundred and ſixty-three againſt one hundred and thirteen; and in the Houſe of Lords by eighty-four and ſixteen proxies, againſt thirty-four and two proxies: and both Houſes gave his Majeſty the warmeſt aſſurances of ſupport againſt the attempts of his enemies.

The

* See Note 80.

The French Ambaſſador was ordered to leave London; and although no declaration of war followed that order, every meaſure was purſued, as if that formality had been obſerved: more ſhips were immediately put in commiſſion, and an act was paſſed, enabling his Majeſty to call out and aſſemble the militia. But the French, who had been long meditating this blow, were beforehand with us in every thing. They had marched large bodies of their forces to their ſea-coaſts oppoſite to England; avowed their intention of invading the Britiſh dominions; and made great diſpatch in equipping at Toulon, a fleet of twelve ſail of the line, and a number of frigates, the command of which had been given to M. d'Eſtaing. Little doubt could be entertained of the deſtination of this ſquadron, as it was publicly known that M. Girard, who was inveſted with the character of Ambaſſador from France to the United States of America, had embarked in it. In order, however, to obtain certain information upon this ſubject, a frigate was ſent to cruize off the Straits at the mouth of the Mediterranean, with orders to return to England, as ſoon as he could aſcertain the courſe which it might take, after reaching the Atlantic ocean. It is now known, that, on the 16th of December, 1777, M. Girard had delivered to the agents of Congreſs at Paris, the preliminaries of a treaty between France and America; and that, on the 6th of February, 1778, this treaty was ſigned.

On the 21ſt of March, a public audience was given at Verſailles, by the King of France, to Dr. Franklin, Mr. Deane, and Mr. Lee, in their public characters, as Agents of the American Congreſs. They were introduced by the Compte de Vergennes, and received with the uſual formalities. This ſtudied inſult was given to Great Britain, in conſequence of the King's Ambaſſador being ordered to quit Paris, and the French Ambaſſador to leave London. Notwithſtanding the profeſſions of peace which the King of France had made, in his declaration to the Britiſh Court, he ordered a powerful fleet to be equipped at Breſt, and gave the command of it to M. d'Orvilliers.

The

The 7th of April was the day fixed by the Houſe of Lords for finiſhing, in their grand Committee, their inquiries into the ſtate of the nation: and in the great and intereſting debate to which this ſubject gave riſe, the Lords in oppoſition divided. The Duke of Richmond, in a long ſpeech, aſſerted, that to us America was loſt; that her independence was eſtabliſhed as firmly as that of other ſtates; and that the only thing which wiſdom and prudence now dictated, was that we ſhould attend to the preſervation and improvement of the remaining parts of the Empire. This, he ſaid, would be beſt effected by an immediate peace with America, and by a return to friendſhip with our late fellow-ſubjects. After affirming, that in the preſent circumſtances of the nation, the grand object of Britiſh policy, was to prevent America from growing into habits of connection with France; he concluded, by moving an addreſs to his Majeſty, reprobating in the ſtrongeſt terms, the meaſures which Adminiſtration had purſued with reſpect to the civil war in America, and by which they had tarniſhed the glory of the Empire, and plunged it into inextricable difficulties.

Lord Weymouth replied to his Grace; and when he ſat down, the Earl of Chatham roſe. For the laſt time, that great Stateſman now appeared in the Britiſh Senate; but never was the power of his eloquence ſo ſtrongly felt. His looks were expreſſive of the feeble ſtate of his body, and his utterance was frequently difficult, interrupted, and broken; but his more than uſual energy of language, ſhewed that he ſpake from the heart. After reprobating, in the ſevereſt terms, the conduct of France, he exclaimed, Could we forget that we were Engliſhmen? We had withſtood various efforts of the Bourbon compacts, and why ſhould we now give up all, without endeavouring to prevent our loſſes, without a blow, without an attempt to reſent the inſults offered us? If France and Spain were for war, why not try the iſſue with them? If we fell in the conteſt, we ſhould fall decently, and like men. Shall Engliſhmen, continued his Lordſhip, ſuffer the inſults of France with daſtardly puſillanimity? Shall they ſay to the Houſe of Bourbon, take all we have, and let us live in ignominious ſecurity?

ſecurity? This is not language for a Briton. It never ſhould be his language. There were yet reſources within ourſelves, to oppoſe ſuch an inſolent invaſion of national right. He reprobated the idea of deſpairing under any circumſtances; and ſaid, that he believed there were yet within our power, effectual means to diſpel the gathering ſtorm, though he would not aver that he knew them. He regretted, that he wanted ſtrength and abilities to give his King and country effectual aſſiſtance at this ſerious moment; but he could juſtly declare, the ſincerity of his deſire to ſupport their cauſe.

Having ſpoken with ſome enthuſiaſm upon theſe topics, he reverted to the ſubject of American independency. After recalling to the view of the Houſe, the extent and revenue of the eſtate of the Crown of Great Britain, when his preſent Majeſty came to the throne, he aſked, What right the Houſes of Parliament had to deprive the Prince of Wales, the Biſhop of Oſnaburg, and the other riſing hopes of the Royal Family, of the inheritance of the thirteen American provinces? Before he could agree to take away from any of the heirs of the Princeſs Sophia's body, what they had a legal and natural right to expect and to poſſeſs, he declared, that he would ſee the Prince of Wales, the Biſhop of Oſnaburg, and the reſt of the young Princes, brought down to the Committee, and hear them conſent to loſe their inheritance. His Lordſhip ſaid, he was exceedingly ill; but as long as he could crawl down to the Houſe, and had ſtrength to raiſe himſelf on his crutches, or to lift up his hand, he would vote againſt giving up the dependency of America on the Sovereignty of Great Britain: and if no other Lord would coincide in opinion with him, he would ſingly proteſt againſt the meaſure. He never was, nor ever would be, an enemy to the liberties of America; but had always wiſhed to place them on a ſure and permanent baſis. To this ſpeech the Duke of Richmond replied; and when he ſat down, Lord Chatham's great ſoul ſeemed to be agitated with ſome important thought. He attempted to riſe; but his feelings proved too ſtrong for his debilitated conſtitution; and

ſuddenly

ſuddenly preſſing his hand on his breaſt, he fainted. The whole Houſe was in the greateſt alarm; the bar was cleared, and the windows were thrown open. Very fortunately, Dr. Brocklesby happened to be below the bar of the Houſe of Lords, attending to this important debate, when his Lordſhip dropped. He flew immediately to his relief; and exerted all his ſkill for the recovery of ſo illuſtrious a character. By his endeavours, he was ſoon reſtored to life: and on the arrival of Dr. Addington, (his Lordſhip's family phyſician) both the medical gentlemen thought it expedient, to remove his Lordſhip no farther than to Mr. Strutt's, (the Clerk of the Houſe of Lords); leſt, in his preſently very feeble ſituation, he ſhould be unable to bear the jolting of a carriage.

The whole nation appeared to be intereſted in the Earl of Chatham's recovery, and for ſome time they were flattered in their hopes: but his complaints, and a worn out conſtitution, baffled all medical ſkill; and this truly great man died at his villa of Hayes, in Kent, on the 11th of May following, in the ſeventieth year of his age.

It may juſtly be ſaid, that he died in the ſervice of his country: and the beautiful compliment paid by Mr. Pope to the late Lord Viſcount Cobham, might with great propriety be applied to the dying efforts of the patriotic Earl of Chatham:

> And you, brave Cobham, to the lateſt breath
> Shall find your ruling paſſion ſtrong in death:
> Such in thoſe moments as in all the paſt,
> Oh! ſave my Country, Heav'n ſhall be your laſt.

As ſoon as the Earl of Chatham had left the Houſe of Lords, the Duke of Richmond ſaid, that the awful event which they had now witneſſed, muſt have made ſo ſtrong an impreſſion on their Lordſhips' feelings, as to render them indiſpoſed to proceed further in the debate; and that he would, therefore, propoſe an adjournment. His propoſal was adopted, and the Houſe adjourned till the next day. The debate was then renewed; and when the queſtion was put, the motion for the addreſs

addreſs was rejected, thirty-three being for it, and fifty againſt it. In the courſe of this ſeſſion, ſixty thouſand ſeamen, including eleven thouſand eight hundred and twenty-nine marines, were voted for the year 1778.

On the 3d of June, his Majeſty put an end to the ſeſſion of Parliament. It is neceſſary only farther to obſerve, that Adminiſtration, regarding the terms which they meant to offer to the revolted provinces in a very favourable point of view, were of opinion, that the ſpeedy publication of them in America might induce the inſurgents to embrace the bleſſings of peace, ſo advantageouſly brought within their reach. Accordingly, in the month of December, 1777, they ſent rough draughts of the conciliatory bills to New York, with orders to reprint them there, and to circulate them by all poſſible means in the colonies. The good intentions of Adminiſtration, however, were defeated by the vigilant counteraction of the rebel Congreſs, who publiſhed a copy, which they had obtained, of the intended acts of the Britiſh Parliament, accompanied with their own remarks and obſervations. Theſe, drawn up with ability and addreſs, were intended to defeat the deſigns of his Majeſty's Miniſters; and were ſoon followed by an addreſs from Congreſs, exhorting the people of America to perſeverance in their conteſt with Great Britain. It was, nevertheleſs, the opinion of many well-informed coloniſts, that the arguments and influence of Congreſs might have failed, and that they might have felt the expediency of coming to terms with his Majeſty's Commiſſioners, if Simeon Deane,* brother to one of their agents at Paris, and their ſpecial meſſenger, had not at this critical time arrived, with accounts of the ſucceſs of their negociations at the Court of Verſailles; and with copies of the treaties of friendſhip and alliance concluded between France and America. The advantages reſulting from theſe were blazoned forth to the Americans; and the conceſſions proffered by the mother-country, now become objects of deteſtation, were contemptuouſly rejected. They conſidered their independence as guaranteed

* He arrived at York-town, where the Congreſs were aſſembled, on the 2d of May. The treaty was ſigned February 6th, 1778.

guaranteed and confirmed, by the friendſhip of France; and they accordingly prepared to act in ſupport of it, with new vigour and reſolution.

The loſs of the northern army, under General Burgoyne, was a blow moſt ſeverely felt in England, and which greatly cramped Adminiſtration in their future plan of operations; but the certainty of hoſtilities with France obliged them to have recourſe to meaſures, which they would otherwiſe have been very averſe to adopt. Among the firſt of theſe were, the orders ſent for evacuating the city of Philadelphia, and removing both the fleet and army to New York. This meaſure has been much blamed: and has been mentioned as one cauſe, why ſo little attention was paid to the conciliatory propoſitions by the Congreſs, who, it was ſaid, could ſcarcely be expected to negociate with Commiſſioners attended by a retreating army. A ſhort time however proved, that to this meaſure the preſervation, both of the Britiſh fleet and army, might be attributed. Let thoſe who blame this ſtep conſider, that the army of the rebel Americans had acquired a great acceſſion of ſtrength, as well as of arms and artillery, by the Convention of Saratoga; and that their whole united force would ſoon have been directed againſt Philadelphia. A ſmall extent of country around that city, was all that could be ſaid to be in poſſeſſion of the Britiſh troops in Penſylvania; and this territory was, by no means, capable of furniſhing ſubſiſtence for ſo large an army, as had been cantoned in its capital and neighbourhood. The fleet, at this time, commanded the navigation of the Delaware; but in all probability, that command would not have been of long continuance: for if the Britiſh naval force in America had remained divided between that river and New York, as it had been during the laſt campaign, M. d'Eſtaing would have found it an eaſy matter to have deſtroyed all the ſhips of war and tranſports at the northern, and could then have employed his whole force againſt thoſe at the ſouthern ſtation. From his acting in conjunction with General Waſhington, the ſuperiority of whoſe army in numbers would have enabled him to command both ſides of the river, the moſt fatal conſe-

conſequences to the Britiſh affairs were to be apprehended. The fact is, that the American agents at Paris had exhibited theſe flattering hopes to the view of the French Miniſtry; and that their accompliſhment was the object of M. d'Eſtaing's immediate purſuit. The timely evacuation of Philadelphia diſappointed theſe expectations; and the union of the two armies at New York, enabled Adminiſtration to provide for the ſafety of our Weſt India poſſeſſions, and to protract the deſigns of the enemy.

Many more ſhips of the line were put in commiſſion; but owing to the greatneſs of the number already employed in America, and to the want of the aid of the American ſeamen, (now unfortunately thrown into the oppoſite ſcale) very conſiderable difficulties occurred in manning them. A number of new levies were made, the militia of England were embodied, and the defence of Scotland was committed almoſt entirely to four regiments of fencibles, raiſed in that country by the Dukes of Buccleugh, Gordon, and Argyle, and the Counteſs of Sutherland. In the latter end of the preceding, and beginning of this year, moſt of the Flag-Officers were relieved on their reſpective ſtations, and replaced as follows: Rear-Admiral Duff was ſent to the Mediterranean; Sir Peter Parker to Jamaica; Rear-Admiral Barrington to the Leeward Iſlands; and as Lord Howe had requeſted to be recalled from America, Rear-Admiral Gambier was ordered to that ſtation: but, on the French declaring their deſign to aid his Majeſty's enemies, Vice-Admiral Byron, with a ſtrong ſquadron, was ordered to take the command in North America.

His Majeſty was pleaſed, on the 23d of January, to order the following promotion of Flag-Officers, viz. John Reynolds, Eſq; Sir Hugh Palliſer, Bart. Honourable John Byron, and Auguſtus John, Earl of Briſtol, Rear Admirals of the White, to be Rear-Admirals of the Red.

George Mackenzie, Eſq; Matthew Barton, Eſq; and Sir Peter Parker, Knt. Rear-Admirals of the Blue, to be Rear-Admirals of the White.

And the following Captains were, at the ſame time, promoted to the rank of Flag-Officers, viz. the Honourable Samuel Barrington, Marriot Arbuthnot, Eſq; Robert Roddam, Eſq; and George Darby, Eſq; to be Rear-Admirals of the White.

John Campbell, Eſq; Chriſtopher Hill, Eſq; James Gambier, Eſq; William Lloyd, Eſq; Francis William Drake, Eſq; Sir Edward Hughes, Knt. and Hyde Parker ſenior, Eſq; to be Rear-Admirals of the Blue.

On the 29th of January, his Majeſty was pleaſed to order the following further promotion of Flag-Officers, viz.

Sir Charles Hardy, Knt. George Earl of Northeſk, Sir Thomas Pye, Knt. and Francis Geary, Eſq; Admirals of the Blue, and Sir George Bridges Rodney, Bart. and James Young, Eſq; Vice-Admirals of the Red, to be Admirals of the White.

Sir Piercy Brett, Knt. Sir John Moore, Bart. and K. B. Sir James Douglas, Knt. George Lord Edgecumbe, Samuel Graves, Eſq; William Parry, Eſq; Honourable Auguſtus Keppel, John Amherſt, Eſq; and his Royal Highneſs Henry Frederick, Duke of Cumberland, Vice-Admirals of the Red, to be Admirals of the Blue.

Sir Peter Denis, Bart. Matthew Buckle, Eſq; Robert Man, Eſq; Clark Gayton, Eſq; and John Montagu, Eſq; Vice-Admirals of the White, to be Vice-Admirals of the Red.

Waſhington Earl Ferrers, Hugh Pigot, Molineux Lord Shuldham, Vice-Admirals of the Blue, and John Vaughan, Eſq; Rear-Admiral of the Red, to be Vice-Admirals of the White.

John Lloyd, Eſq; Robert Duff, Eſq; John Reynolds, Eſq; Sir Hugh Palliſer, Bart. Honourable John Byron, and Auguſtus John, Earl of Briſtol, Rear-Admirals of the Red, to be Vice-Admirals of the Blue.

George Mackenzie, Eſq; Matthew Barton, Eſq; Sir Peter Parker, Knt. and the Honourable Samuel Barrington, Rear-Admirals of the White, to be Rear-Admirals of the Red: and John Campbell, Eſq; and Chriſtopher Hill, Eſq; Rear-Admirals of the Blue, to be Rear-Admirals of the White.

Captain

Captain Rowley ſucceeded Rear-Admiral Barrington, as Colonel of Marines; Captain Samuel Hood ſucceeded Rear-Admiral Gambier, as Commiſſioner of Portſmouth dock-yard; and Captain Richard Hughes ſucceeded Rear-Admiral Arbuthnot, as Commiſſioner of the dock-yard at Halifax in Nova Scotia. Sir Thomas Pye was appointed Port-Admiral at Portſmouth; as was Lord Shuldham at Plymouth, and Rear-Admiral Roddam at Sheerneſs.

On the 22d of April, his Majeſty's ſhip the Trident of ſixty-four guns,* commanded by Captain John Elliot, having on board the Earl of Carliſle, William Eden, Eſq; and George Johnſtone, Eſq; his Majeſty's Commiſſioners for reſtoring peace to the revolted colonies in America, ſailed from St. Helen's for Philadelphia; and ſoon after that, Rear-Admiral Gambier was diſpatched, in the Ardent of ſixty-four guns, to New York.

Adminiſtration were ſoon informed of the ſailing of the French ſquadron from Toulon: and, anxious to have the earlieſt intelligence of its real deſtination, the Proſerpine frigate, Captain Sutton, was diſpatched to cruize off the mouth of the Straits of Gibraltar, and to watch its motions when it ſhould enter the Atlantic. In the mean time Vice-Admiral Byron was ordered to hoiſt his flag, and to be ready to proceed to ſea with a ſtrong ſquadron, in purſuit of M. d'Eſtaing's fleet. It is greatly to be lamented, that he had not been ſent to North America at leaſt ſix weeks or two months ſooner; but the uncertainty of the deſtination of the Toulon ſquadron prevented this from being done. If, inſtead of ſteering right acroſs the Atlantic ocean, it had proceeded to Breſt, and formed a junction with the enemy's ſhips in that harbour, it might have proved too powerful for any naval force that England was

 able

* Whilſt the Trident lay at anchor at St. Helen's, ſome villain cut the collar of the main-ſtay, and the gammon of the bowſprit. If this had not been providentially diſcovered in proper time, the maſts, even in a ſlight gale of wind, would have gone by the board, the ſhip would have been rendered incapable of proceeding on her voyage, or in a ſtrong gale might have foundered. This horrid piece of miſchief was diſcovered only an hour before ſhe ſailed.

able to assemble, in the absence of Admiral Byron's fleet, and enabled the enemy to act without control in the British seas. To shew the comparative strength of the British and French fleets at this time, the reader is referred to Note 81: for the number of ships which had been broke up since the peace in 1763, he may look at Note 82: and at Note 83, will be found the strength of the fleet of Spain. The consideration of all these statements will show, that Britain had then but too little reason to boast of the superiority of her naval force, and that her Marine Minister should at all times be extremely cautious, not to break up line of battle ships until new ones are ready to replace them.*

In order to hasten every preparation for the ensuing campaign, his Majesty made a tour to Sheerness and Chatham,† and soon after visited Portsmouth, and reviewed the fleet in that harbour. On this occasion, by the account given in the London Gazette, the following Admirals had their flags as under:

Admiral Sir Thomas Pye, on board the Princess Amelia.

Admiral the Honourable Augustus Keppel, on board the Prince George of ninety guns.

Vice-Admiral John Montagu, on board the Europa of sixty-four guns.

Vice-Admiral Sir Robert Harland, Bart. on board the Queen of ninety guns.

Vice-Admiral Sir Hugh Palliser, Bart. on board the Ocean of ninety guns.

Rear-Admiral the Honourable Samuel Barrington, on board the Prince of Wales of seventy-four guns.

Rear-Admiral Hyde Parker, on board the Royal Oak of seventy-four guns.

Commodore John Evans, on board the Invincible of seventy-four guns.‡

His

* Ever since the peace in 1763, it has been the strenuous endeavour of the Courts of France and Spain to increase their naval strength.

† See Annual Register for 1778, Appendix to the Chronicle.

‡ For a list of the fleet, see Note 84.

His Majeſty, while at Portſmouth, created Captain Samuel Hood, the Commiſſioner of the dock-yard there, and Captain Sir Richard Bickerton, who ſteered his Majeſty's barge, both at this and his former viſit to that port, Baronets of Great Britain; and conferred the honour of Knighthood upon Digby Dent, Eſq; Captain to the ſenior flag. He alſo ordered a promotion of Captains, Lieutenants, and Midſhipmen.‡

Orders had been ſent to commence hoſtilities as early as poſſible, againſt the French in the Eaſt Indies; and the Aſia of ſixty-four guns, eſcorted the trade for that part of the globe. Convoys were likewiſe appointed, for the trade to the coaſt of Africa and the Weſt Indies. Vice-Admiral Byron, who had been appointed ſucceſſor to Vice-Admiral Lord Viſcount Howe, as Commander in Chief of his Majeſty's ſhips and veſſels in North America, was ordered to hoiſt his flag on board the Princeſs Royal at Portſmouth, and to repair to Plymouth, where his ſquadron was to aſſemble, and to be ready to ſail at

 a mo-

‡ Maſters and Commanders made Poſt-Captains.

Anthony Parrey, Thomas Gaborian, and Farmery Epworth.

Lieutenants made Maſters and Commanders.

Names.	*Ships they belonged to.*	*The Ship appointed to.*
Thomas Marſhall,	Princeſs Amelia,	Atalanta, 16 guns.
William George Fairfax,	Prince George,	Alert cutter, 10 guns.
Thomas Creſpin,	Europa,	Veſuvius bomb, 16 guns.
John Reynolds,	Queen,	Ranger, 8 guns.
Martin Cole,	Ocean,	Wolfe, 8 guns.
Robert Simonton,	Prince of Wales,	Alderney, 12 guns.
Philip Patton,	Royal Oak,	Ætna bomb, 16 guns.
David Collins,	Invincible,	Alfred, armed ſhip, 20guns.
Richard Trotter,	Sandwich, on board of which the Queen viſited,	Queen, armed ſhip, 20 guns.
Thomas Hicks,	Auguſta yacht, on board which was the Lords of the Admiralty,	Helena brig, 14 guns.
Philip Walſh,	Rattleſnake cutter,	..... ſloop, ...

Midſhipmen made Lieutenants, viz. one from each flag-ſhip; one from the Sandwich, and one from the yacht. S. Ball, P. Kelley, H. Pullen, C. P. Price, J. Watherſton, R. Thomas, J. Bird, P. Pomy, J. Bergaugh, Lord Robert Manners, Lord Charles Fitzgerald.

a moment's warning. He was joined there, by Rear-Admiral Parker and Commodore Evans, who brought with them ſeveral ſhips. M. d'Eſtaing ſailed from Toulon, with twelve ſail of the line and three large frigates, on the 12th of April; but it was the 16th of May before he got out of the Straits of the Mediterranean. He was ſoon after that diſcovered by Captain Sutton, in the Proſerpine frigate, who had been ſent to watch his motions, and who returned with all poſſible expedition to England,* to inform the Miniſtry of what he had obſerved. In conſequence of the intelligence which he brought, orders were ſent to Vice-Admiral Byron to proceed immediately for North America, with thirteen ſail of the line and a frigate.

He ſailed from Plymouth the 9th of June. Whether it was owing to its having been badly equipped, to its having ſteered an improper courſe acroſs the Atlantic, or to what other cauſe its diſtreſs ſhould be aſcribed, it may not be eaſy to determine; but this ſquadron was, in fact, peculiarly unfortunate. Soon after it left the land, it was overtaken by a violent ſtorm, in which it ſuffered much: many of the ſhips ſprung their maſts, and had their rigging otherwiſe greatly damaged; and they were ſo much diſperſed, that they had nearly fallen an eaſy prey to the very fleet which they were intended to purſue.

NORTH AMERICA.

In America, the contending armies continued, during the winter, in the ſame ſituation in which they were at the end of the campaign 1777. The Congreſs remained at York-town, and directed matters with a high hand, eſpecially with regard to the detention of the gallant army, which had been obliged to ſurrender to their forces at Saratoga. They detained it at Boſton on the moſt frivolous and vexatious pretences; and, in this inſtance, departed from the noble and manly ſpirit, which on other occaſions appeared in their conduct. At laſt, on the 8th of January, they came to a reſolution, that the

* Captain Sutton followed the French fleet ninety leagues in the Atlantic, and left them in lat. 34°, and long. 7°: he arrived at the Admiralty on the 6th of June.

the embarkation of General Burgoyne and his army ſhould be ſuſpended, until a diſtinct and explicit ratification of the Convention at Saratoga ſhould be properly notified to them, by the Court of Great Britain.

Lord Howe continued in the chief command of the fleet on this ſtation:* and Sir William Howe at the hea ſthe army. As ſoon as the ſeaſon would admit of military operations, the latter ſent out ſeveral detachments, to range the country for many miles round Philadelphia and in the province of Jerſey, to open the communication for bringing in ſupplies, and to collect forage for the army. Theſe detachments were in general ſucceſsful; and their behaviour gained his approbation. One of them, conſiſting of three battalions and a provincial corps, under the command of Colonel Mawhood, on the 27th of March, made a deſcent on the coaſt of New Jerſey, near to Salem; and, after diſperſing the forces collected in that part of the country to oppoſe them, obtained a very large ſupply of forage, which they conducted without loſs to Philadelphia.

On the 4th of May, Lieutenant-Colonel Abercrombie was detached, with four hundred light-infantry, three hundred rangers, and a party of light dragoons, to ſurpriſe a corps of the rebels, which conſiſted of nine hundred men, under the command of a Brigadier-General, and was poſted about ſeventeen miles from Philadelphia. This ſervice he executed with ſkill, activity, and bravery. He conducted his march with ſuch ſilence, that they were completely ſurpriſed. Without allowing them time to execute arrangements for defence, he inſtantly attacked them with the greateſt vigour, and completely defeated them; killing, wounding, and taking, a hundred and fifty men, including officers: with the loſs on his part of only nine wounded. The route would have been far more fatal to the enemy, notwithſtanding their precipitate flight, if the long march of the infantry, in effecting this ſurpriſe, had not diſabled them from making a vigorous purſuit.

The rebels being employed in preparing veſſels and ſmall

* See Note 85.

craft, along the Jerſey ſhore of the river Delaware, and alſo in erecting magazines, the Admiral and General reſolved, if poſſible, to deſtroy them. For this purpoſe, they ſet on foot a conjunct expedition, in which the troops were to be commanded by the Honourable Major John Maitland, and the naval force by Captain John Henry. On the night of the 7th of May, the ſecond battalion of light-infantry, with two field-pieces, were embarked in eighteen flat-boats; and, eſcorted by the Huſſar, Cornwallis, Ferret, and Philadelphia gallies, the Viper and Pembroke armed ſchooners, and four gun-boats, they proceeded up the Delaware. The wind blowing down the river, with much rain, and the ebb making, when they had advanced twelve miles they were obliged to come to an anchor, and remain in their poſition till five o'clock next morning. At this hour they got under way, ſailed up the river, and by noon were abreaſt of Whitehill, where Major Maitland reſolved to make a deſcent. Captain Henry accordingly made a diſpoſition of the gallies and craft to cover the landing of the troops; which was effected without oppoſition, though the inſurgents appeared in force with cavalry and foot, but chiefly with the former. As ſoon as the field-pieces (three pounders) were landed, Major Maitland began his march towards Bordentown, diſtant about two miles. The Americans kept retreating: but at a creek, over which the Britiſh troops were obliged to croſs by a dam, part of which was of wood, they made a ſtand, ſeemingly reſolved to defend the paſs. They had a field-piece, with which they attempted to break down the dam; but the light-infantry, puſhing forward with their uſual intrepidity, prevented the accompliſhment of their deſign. A warm fire now commenced, which ended in a precipitate retreat on the part of the rebels. Abandoning their field-piece, which they had been able to fire only once, they run to a battery of five guns which they had in the town, and which had been placed in ſuch a manner, as to prevent ſhips from coming up the river. The light-infantry drove them alſo from that battery; where they left fourteen killed on the ſpot. Near the

the place where the troops had diſembarked, Captain Henry, with his gallies and gun-boats, burnt two of the enemy's frigates, viz. the Waſhington pierced for thirty-two, and the Effingham for twenty-eight guns; together with a brig and a ſloop. As ſoon as the King's troops had obtained, poſſeſſion of Borden-town, the gallies and craft moved to that place, where they alſo burned ſeveral large ſhips and privateers.* The troops were, in the mean time, employed in burning and deſtroying four ſtorehouſes, containing large magazines of proviſions of all ſorts, a conſiderable quantity of tobacco, ſome military ſtores and camp equipage. Unfortunately the fire was, by ſome accident, communicated from the ſtores to the houſe of a Mr. Burden, a Colonel in the rebel ſervice, and it was conſumed, together with his furniture. Captain Henry, with the gallies, went up Croſwell creek, where he deſtroyed ſeveral veſſels of force. He alſo reconnoitred Watſon's creek, with a view of deſtroying the enemy's gallies there; but this he found impracticable, as the rebels had ſunk them in ſo deep water, that they were hidden at the loweſt ebb.

The country was now much alarmed by this expedition: and the enemy, ſuppoſing that Major Maitland would march to Trenton, had aſſembled there in great force. To confirm them in that opinion, and to prevent them from thinking of ſuccouring any other place, he moved forward in that direction, Captain Henry, with the gallies and other veſſels, rowing up along-ſhore as he advanced; but embarking the troops in the flat-boats, he croſſed the river, and landed in the evening on the Penſylvania ſhore, where he took poſt ſo as to cover the naval force. Early next morning, he marched to Bile's iſland creek, where, with the aſſiſtance of the gallies, he burnt ſeveral veſſels, particularly two loaded with tobacco, rum, and military ſtores. About two o'clock the troops proceeded to Briſtol; and after a march of thirteen miles, arrived there about five in the evening. Having burned all the enemy's veſſels they found there, they again embarked in the flat-boats at

* See Note 86.

at funſet, and early next morning landed at Philadelphia, without loſing a man in this exploit.

In the ſeveral excurſions, which the different detachments from the army made through the winter, in the environs of Philadelphia, many officers diſtinguiſhed themſelves. One exploit merits particular notice. Captain Lord Cathcart, who had been ſent, at the head of twenty-five light dragoons, to reconnoitre the enemy's poſition at White Marſh, having heard that one of their patrols had lodged themſelves in a houſe on the road leading to that place, his Lordſhip ſurrounded the houſe and ſummoned them to ſurrender. The party, which conſiſted of ten men, having barricadoed the doors and windows, peremptorily refuſed to obey his ſummons: but on his firing a few ſhot through the door, and menacing them with the bayonet, they begged for quarter. He mounted each priſoner behind a dragoon, and brought them to Philadelphia. This excurſion of twenty-eight miles was performed without a halt.

General Sir William Howe, having obtained his Majeſty's leave to return to England, Sir Henry Clinton arrived at Philadelphia, on the 8th of May, to aſſume the command of the army. Before his departure, he was prevailed on to accept an invitation to a grand entertainment, made in honour of him by the officers of the army, and intended to ſhew to the whole world, the very high eſteem in which they held him.

The rebels had obtained very exact information of what was going on at Philadelphia, and thought, that the very night on which the military were to be ſo deeply engaged, in putting all the honour in their power on their late Commander in Chief, would be a fit time to ſurpriſe the city. They hoped then, to find the Britiſh army ſo much intoxicated and off their guard, that their total defeat would be the conſequence of a well-conducted attack. The command of this enterpriſe was intruſted, by General Waſhington, to the Marquis de la Fayette, who very probably was the projector of it. He croſſed the Schuylkill on the 18th of May, with a ſelect detachment of near three thouſand men; proceeded to take poſt on Barren-hill, about twelve miles in front of the rebel army, which

which was then at Valley Forge; and was at great pains in placing his outposts and videttes, so as to prevent a surprise. The village of White Marsh, at which several roads meet, was situated at the distance of about two miles on his left. The militia, to whom he had intrusted this post, were very negligent: and information of their carelessness, together with an account of the Marquis's position, his force, and the suspicions which were entertained of his intentions, were conveyed to Philadelphia.

A plan was immediately formed, to surprise him and cut off his retreat: and for this purpose, Major-General Grant was detached, with two brigades of infantry, some light artillery, and a troop of light dragoons. He took the Frankfort road, and crossing the country through the old York road and White Marsh, next morning entered the road on which the Marquis was posted, at Plymouth meeting-house, about two miles in his rear. Matson's ford, on the river Schuylkill, is about one mile and a quarter from this place, and about two miles from Barren-hill church, where the Marquis was encamped. As this is the only ford by which he could effect his retreat, if General Grant had either marched his whole corps to it, or sent a strong detachment to have secured it, the purpose of his expedition would have been completely accomplished. But instead of doing this, he formed his troops into two divisions, one of which got round to attack the enemy in front, whilst the other continued in the road which led to La Fayette's detachment. The Marquis soon perceived the critical situation in which he was placed, and lost not a moment in marching with his whole force to the ford, which he crossed, before the oversight of the King's troops was perceived, or could be remedied. By these means he escaped, with very little loss: and General Grant marched back his corps to Philadelphia.

Since Sir Peter Parker's departure for Jamaica, the squadron at Rhode Island was commanded by Captain Griffith. On the 24th of May, two conjunct expeditions from Newport took place. The first of these was conducted by Captain Clayton

of

of the navy, and Lieutenant-Colonel Campbell of the 22d regiment. Major-General Sir Robert Pigot, who commanded his Majeſty's land-forces at Rhode Iſland, had received certain information, that General Sullivan had arrived at Providence, to take the command of the rebel forces which were aſſembled there, with an intention of making an attack upon the iſland, when a convenient opportunity ſhould offer. He had alſo been aſſured, that a great number of boats and a galley were aſhore under repair, on the weſt ſide of the river and below Kickamuct bridge, where there were likewiſe ſome ſtores and a number of cannon. The General conſulted Commodore Griffith, with reſpect to the meaſures which this information ſhould lead them to purſue: and both agreed in opinion, that without loſing a moment, they ſhould take advantage of the unguarded ſituation of the enemy's veſſels and ſtores, and deſtroy them. In this opinion they were confirmed, by intelligence on which they could with confidence rely, that the rebels had not more than two hundred and fifty men between Warren and Briſtol ferry; and that it was impoſſible for any conſiderable force to aſſemble and come to their aſſiſtance, before the object of the expedition could be attained and the troops re-embarked. Lieutenant-Colonel Campbell was accordingly detached, with eight battalion companies of the 22d regiment, the flank companies of the 54th regiment, commanded by Captains Coore and Trench, and Captain Noltenius's company of Heſſian chaſſeurs, amounting in all to about five hundred men, who marched in the evening to Arnold's Point. About twelve o'clock that night, they embarked there in flat-boats; and, under the direction of Captain Clayton and Lieutenant Knowles, proceeded up the harbour towards Warren river: the Flora, at the ſame time, moving up above Papaſquaſh Point to cover the diſembarkation of the troops, and the other ſhips changing their ſtations, ſo as to give all poſſible aſſiſtance in that ſervice. Soon after day-break, unperceived by the rebels, they were landed, three miles below Warren, and about a mile above Briſtol. Colonel Campbell immediately ſent a detachment, headed by Captain

Captain Seir of the 22d regiment, to Papaſquaſh Point, to deſtroy a battery of one eighteen pounder. This he eaſily effected; making a Captain of artillery and ſeven private men priſoners: while he was thus employed, the main body of the King's troops marched to the town of Warren; and having ſecured all the paſſes in its neighbourhood, Colonel Campbell proceeded with a detachment to Kickamuct river, where he found the boats belonging to the enemy, without a guard or any ſort of protection. Theſe were immediately collected in heaps; and the whole, amounting to one hundred and twenty-five, many of them fifty feet long, were ſet on fire and conſumed. A galley of ſix twelve-pounders, and two ſloops, one of which was loaded with ſtores, and a quantity of materials for building and repairing veſſels, ſhared the ſame fate; as did a mill, and a bridge over the river. The guns of the galley, together with three eighteen pounders, mounted on travelling carriages, were ſpiked, the trunnions knocked off, and the carriages burnt. As ſoon as this ſervice was performed, Colonel Campbell marched back to Warren, where the party he had left had deſtroyed, in like manner, a park of artillery, conſiſting of two twenty-four pounders, two eighteen pounders, and two nine pounders, mounted on travelling carriages, with ſide-boxes, ammunition, and ſide-arms complete. In the town of Warren, they diſcovered a houſe full of ammunition and other warlike ſtores, and ſome caſks of rice, rum, and ſugar, to which they ſet fire, and it ſoon after blew up. The town-houſe, church, and ſeveral houſes, were likewiſe burned to the ground: and in Warren river, a new privateer ſloop of ſixteen four pounders, and fit for ſea, was alſo burnt. Having performed this ſervice, Colonel Campbell marched his detachment back by way of Briſtol. Near to Warren, on his march, he ſpiked two field-pieces, and rendered uſeleſs a light three pounder, which the enemy had abandoned. He deſtroyed, in the ſame manner, two three-pounders which he found in a redoubt on the road.

In marching through Briſtol, he ſpiked one eighteen pounder

der, blew up a houſe full of military ſtores, and burnt the church and ſome houſes.

By this time, the inſurgents had aſſembled to the amount of ſome hundreds, who kept up an inceſſant fire with two field-pieces on the rear of the King's troops, until they gained the height above Briſtol ferry. Having ſpiked two eighteen pounders which they found in a battery on that height, they made the ſignal for the flat-boats to advance from Papaſquaſh Point. Upon the arrival of the boats, the whole detachment re-embarked with the greateſt regularity and good order, under cover of the fort on the oppoſite ſhore, and the Flora frigate and two gallies, the Pigot and Spitfire.* The rebels ventured to aſcend the hill with one field-piece, but not till all the troops had embarked, and the boats had got to a conſiderable diſtance from the ſhore.

This ſervice was performed with very little loſs. Lieutenant Hamilton of the 22d regiment, four Heſſian and eight Britiſh ſoldiers, were wounded; and two drummers miſſing. The enemy's loſs could not be ſo eaſily aſcertained, as they kept at a great diſtance, and fired chiefly from behind walls: on this occaſion one Colonel, three Field-Officers, two Captains, two Lieutenants, and fifty-eight ſoldiers or belonging to the rebel militia, were made priſoners.

Another part of this expedition was conducted by Captain Reeves of the navy, who, about two o'clock in the ſame morning, with the Pigot galley, commanded by Lieutenant Stanhope, and ſix armed boats, paſſed the enemy's battery at Briſtol ferry: and although hailed by the ſentries, deceived them ſo effectually, that they were made to believe, that the galley was one of their own veſſels. As ſoon as the Pigot came to anchor in Mount Hope bay, Lieutenant Kempthorne was detached, with the armed boats, to the mouth of Taunton river, where he landed, and took a galley, carrying two eighteen, two twelve, and ſix ſix-pounders. As the enemy were off their guard he met

* The Spitfire was taken from the rebels that morning, by Lieutenant Kempthorne of the Nonſuch.

met with no oppoſition. To draw the attention of the rebels at Howland's ferry to the Seconnet ſhore, Lieutenant d'Auvergne, of the Alarm galley, on the morning of the ſame day, landed a party of marines at Fogland ferry, burnt the guardhouſe there, and retreated without any loſs. The Commodore was much pleaſed with the conduct of Captains Clayton and Reeves, and Lieutenants Kempthorne, Knowles, Stanhope, Chriſtian, and d'Auvergne: and Sir Robert Pigot highly approved of the behaviour of Colonel Campbell, Lieutenant-Colonel Hillman, Captains Coore, Trench, and Captain Noltenius.

The ſecond conjunct expedition, from Newport in Rhode Iſland, took place on the 30th of May. A detachment of one hundred men, commanded by Major Eyre of the 54th regiment, was embarked at Arnold's Point in flat-boats, which were eſcorted by the Pigot galley and ſome armed boats, under the direction of Lieutenant Chriſtian, in his Majeſty's ſloop the King's Fiſher, for the purpoſe of deſtroying the ſaw-mills, which the rebels had on a creek near Taunton river. Theſe mills were reported to be buſily employed, in preparing materials to build boats and other craft, for an intended invaſion of Rhode Iſland.

Unfortunately, the galley got aground in paſſing Briſtol ferry; but the boats proceeded, and ſoon after day-break, arrived at the place where it was propoſed to land the troops. They were diſcovered ſome little time before they reached the ſhore, and a general alarm was given, by firing cannon and ſmall arms. When the troops attempted to diſembark, they were fired upon by a ſtrong guard, which was ſoon diſperſed by one of the gun-boats. They then landed, puſhed forward to two mills, the one for ſawing timber, the other for grain, ſet fire to both, and entirely conſumed them; together with a very conſiderable quantity of boards and planks for building boats and privateers, and many ſacks of corn. The Major finding a greater number of men in arms than he expected, and being apprehenſive that the oppoſition would increaſe, thought it more prudent to retire than to advance farther to the other mill;

mill; eſpecially, as the chief object of the expedition was already attained. In returning to the boats he ſet fire to the enemy's guard-room, a proviſion ſtore, and nine cedar boats. His loſs was two men killed, and Lieutenant Goldſmith and four men wounded: but that of the rebels was conſiderably greater.

When the tide made, the Pigot galley got afloat: but in towing her off, Lieutenant Andrew Congalton, of his Majeſty's ſhip Flora, was badly wounded in the ſhoulder by a cannon-ball, and two ſailors were killed. The General and Commodore were much pleaſed with the ſpirit and conduct, which the officers and men diſplayed in this excurſion.

Earl Cornwallis, and three of his Majeſty's Commiſſioners, arrived in the Delaware from England, in the Trident, on the 7th of June, and next day went to Philadelphia. On the 9th, they ſent their Secretary, Doctor Ferguſon, to Congreſs, with a letter addreſſed to the Preſident, a copy of their commiſſion, the late acts of Parliament, and ſome other papers; but, on pretence of his not having proper paſſports, he was ſtopped on the road, by an American General Officer, and obliged to return. The General undertook to forward the diſpatches to the Preſident; but although the Congreſs knew, that the Doctor was the agent intended for conducting the negociation, they refuſed to grant him a paſſport. Foiled in this effort, the Commiſſioners attempted, by other means, to obtain a conference, which might lead to a reconciliation between the parent ſtate and her colonies; but in this attempt they were equally unſucceſsful: for Congreſs, thinking that they had proceeded too far to retract, had already taken a decided part, and conſidered the time for negociating as paſt. The Commiſſioners, at their firſt outſet, propoſed ſeveral arrangements and conceſſions, obviouſly ſo beneficial and important to America, that they flattered themſelves with the hope of their proving the means of reſtoring peace and harmony to the Empire. They propoſed an immediate ceſſation of hoſtilities by ſea and land: and offered to reſtore a free intercourſe, and to renew the common benefits of naturali-

naturalization through the ſeveral parts of the Empire: to extend every freedom to trade, that the reſpective intereſts on both ſides could require: to agree that no military force ſhould be kept up in the different ſtates of North America, without the conſent of the General Congreſs, or of the particular Aſſemblies: to concur in meaſures calculated to diſcharge the debts of America, and to raiſe the credit and value of the paper circulation: to perpetuate the common union by a reciprocal deputation of an agent, or agents, from the different States, who ſhould have the privilege of a ſeat and voice in the Parliament of Great Britain; while thoſe ſent from Britain, ſhould have the like privilege in the Aſſemblies of the different States to which they might be deputed reſpectively, in order to attend to the ſeveral intereſts of thoſe by whom they were deputed. In ſhort, they offered to eſtabliſh the power of the reſpective legiſlatures in each particular ſtate, to ſettle its revenue, its civil and military eſtabliſhment, and to exerciſe a perfect freedom of legiſlation and internal government; ſo that the Britiſh States throughout North America, acting with Great Britain in peace and in war, under one common Sovereign, might have the irrevocable enjoyment of every privilege, that was ſhort of a total ſeparation of intereſt, or conſiſtent with that union of force, on which the ſafety of the common religion and liberty depends.

Such offers from his Majeſty's Commiſſioners produced very great debates in Congreſs; which were renewed day after day, from the 11th to the 17th of June. They at laſt ended in a reſolution, to inform his Majeſty's Commiſſioners, by their Preſident Henry Laurens, Eſq; that when the King of Great Britain ſhould demonſtrate a ſincere diſpoſition for peace, they would be ready to treat with him: but that the only ſolid proof of that diſpoſition would be, an explicit acknowledgment of the Independence of the American States, or the withdrawing his fleets and armies.*

* An ample detail of all the particulars of this negociation, would be foreign to the plan of this work; but the reader, who is deſirous of more complete information on ſo important a ſubject, is referred to the Appendix, Note 87, where he will find a ſelection of the moſt authentic documents concerning it.

Orders having been received for his Majeſty's forces to evacuate the city of Philadelphia, and march to New York, proper meaſures were taken for putting them into execution.

The fleet under the command of Lord Viſcount Howe was greatly diſperſed; very conſiderable detachments of it being employed at New York, Rhode Iſland, and Halifax. In conſequence of advices from England, which arrived by the Porcupine ſloop of war at Philadelphia in the beginning of May, his Lordſhip moſt judiciouſly ordered all the large ſhips at New York and Rhode Iſland, to join him with the greateſt expedition at the mouth of the river Delaware.* He alſo directed the tranſports and victuallers to be cleared from the wharfs at Philadelphia, with as much diſpatch as poſſible; and on board of theſe veſſels were put all the ſtores, proviſions, and baggage, not abſolutely neceſſary to accompany the army, which then lay in Philadelphia and its environs. Every preparation having been made, at three o'clock in the morning on the 18th of June, Sir Henry Clinton evacuated Philadelphia, and marched to Glouceſter Point, about three miles below that city, without being followed by the enemy. In conſequence of the excellent diſpoſition made by the Admiral for that purpoſe, the army, amounting to near twelve thouſand men, were ſafely conveyed acroſs the river Delaware with the greateſt expedition, reſumed its march about ten o'clock in the forenoon, and reached Haddonfield the ſame day: the rebels, on the approach of the King's troops, abandoned the ſtrong paſs of Mount Holly, and the army proceeded without any moleſtation from them, excepting what was occaſioned by their having deſtroyed every bridge on the road. As the country is much interſected with marſhy rivulets, the army frequently met with obſtructions from this cauſe on their march; and the exceſſive heat of the ſeaſon, rendered the fatigue of repairing bridges moſt ſeverely felt by the troops.

On the 23d, the advanced parties of the light troops of the King's army arriving unexpectedly at Croſſwicks, they, after a trifling

* See Note 88.

a trifling ſkirmiſh, prevented the rebels from deſtroying the bridge over a large creek at that village, and the army paſſed it the next morning; one column of which was placed under the command of Lieutenant-General Knyphauſen, and halted near Amely's-town; to this column was attached the proviſion-train and heavy artillery: the other column was placed under the command of Lieutenant-General Earl Cornwallis, and took a poſition at Allen's-town, which completely covered the encampment of the other column. So far had Sir Henry Clinton advanced, without meeting with any material oppoſition from the rebels; and his march having been pointed equally towards the Hudſon's river and Staten Iſland, by the Rariton, it now became neceſſary for him to decide ultimately what courſe to purſue: his army was encumbered by an enormous proviſion-train, a train of artillery, ſtores, and baggage; to theſe impediments, the probability of obſtruction, and the great length of his march, had obliged him to ſubmit, as the enemy had long poſſeſſed the greateſt part of the Jerſies, and where they had ſtrong bodies of troops, of courſe a ſupply of proviſions became extremely precarious. So many obſtacles, indeed, appeared in every direction, as to ſhow that whatever his choice might be, the ſucceſs of the expedition muſt in a great meaſure depend upon his own conduct and ſkill, and upon the known bravery of the troops under his command. In the preſent circumſtances of the army, therefore, the ſhorteſt way was to be preferred. Sir Henry Clinton had received intelligence, that Generals Waſhington and Lee had paſſed the Delaware with their army; had aſſembled a great body of militia from all the neighbouring provinces; and that General Gates, with an army from the northward, was advancing to join them on the Rariton, the banks of which river, he knew, could be eaſily defended by a ſmall number againſt a very ſuperior force. From the motions of the enemy, he was in danger of being hemmed in between two fires; he made a choice, however, by which he was ſure of avoiding at leaſt one of their armies, and from the conduct which General Waſhington had for a con-

ſiderable time purſued, he judged that ſuch an opponent would not endeavour to bring on a general action, until he was aſſured of the co-operation of the army under General Gates, when ſo great a ſuperiority might flatter the rebel Generals with a very high probability of ſucceſs. The ſhorteſt route was by Freehold to the heights of Naviſink, and from that to Sandy Hook, from which the army could eaſily be conveyed to New York by water. Even by this route, Sir Henry Clinton did not expect to march unmoleſted. He foreſaw that, in all probability, a formidable attack would be made on his long train of proviſions and baggage, and he took his meaſures accordingly.

A large corps, amounting to almoſt one half of the Britiſh forces, was intruſted to the command of General Knyphauſen,* who was requeſted to take charge of the baggage† of the whole army: and as the road by which it was to march admitted only of one carriage at a time, this immenſe train extended the length of twelve miles.

The country was woody: therefore, Sir Henry Clinton had the flanks of his army exceedingly well ſecured. The column under Lieutenant-General Knyphauſen began its march at day-break, on the 28th of June; and that it might not be too much preſſed, conſidering its great encumbrances, the Commander in Chief did not follow with the ſecond column‡ till near eight o'clock. If the Commander of the King's forces foreſaw the numerous dangers to which he was expoſed, and diſplayed great abilities in guarding againſt them; the Commander of the

* 17th light dragoons; 2d battalion of light-infantry; Heſſian yagers; 1ſt and 2d brigades of Britiſh; Stern's and Loo's brigades of Heſſians; Penſylvanian loyaliſts; Weſt Jerſey volunteers, and Maryland loyaliſts.

† Under the head of baggage was compriſed, not only all the wheel-carriages of every department, but alſo the bat horſes.

‡ Compoſed of the 16th regiment of light dragoons; 1ſt battalion of Britiſh grenadiers; 1ſt battalion of light-infantry; Heſſian grenadiers; the Britiſh foot guards; the 3d, 4th, and 5th brigades of Britiſh, and the Queen's American Rangers.

the rebel forces was no leſs vigilant and active, in his efforts to lay hold of every advantage that preſented itſelf.

As ſoon as the rebel Commander in Chief had croſſed the Delaware, he marched and took a poſition within a few leagues of the royal army, and had his parties ſo placed, that Sir Henry Clinton could make no movement of which he had not immediate information. At this time, General Waſhington was fully adviſed of the intended co-operation of France, and expected every day the arrival of the fleet, under the command of M. d'Eſtaing, on the American coaſt. Had this event taken place before Sir Henry Clinton had reached New York, the plan concerted by the Congreſs was, immediately to have attacked that place; in which, little doubt can be entertained, that the tranſports and the detachment of the fleet, under Commodore Hotham, might have been taken or deſtroyed. This blow would, in all probability, have been followed by a greater; for the French Admiral would next have brought his whole force againſt the fleet under Lord Howe in the Delaware: the diſcomfiture of which muſt inevitably have been followed by that of the whole army.

General Waſhington had now to lament, that the evacuation of Philadelphia had not been delayed for ſome days; but even as matters ſtood, his hopes of ſtriking ſome important blow were ſanguine. If Sir Henry Clinton had purſued his route to the Rariton, he was reſolved to have preſſed on his rear, until the royal army had been hemmed in between his army and that under General Gates, when they could have attacked him with every poſſible advantage, or have compelled him to ſurrender for want of proviſions. Though the Britiſh army took the route to Freehold, General Waſhington was not without hopes of acting againſt it with all his force, in conjunction with his new allies, on the heights of Naviſink, and of preventing Sir Henry Clinton from making good his retreat to New York. So confident were the inſurgents in theſe expectations, that the report was ſpread and univerſally believed through the revolted provinces, that the fate of General Burgoyne and his

army now awaited the troops under Sir Henry Clinton. General Washington, that he might distress the royal army as much as possible, ordered two strong detachments to harrass its flanks, and conjunctly annoy its long train of baggage, while he with the main body should attack its rear, in order to prevent Sir Henry Clinton from sending troops to oppose their assaults. Such was his plan. Accordingly, the column under the Commander in Chief had scarcely begun its march, when some of the rebel reconnoitring parties appeared on its left flank; and the Queen's Rangers fell in with several detachments of them in the woods, which they attacked and dispersed. The rear guard of the British army having descended from the heights above Freehold, into a plain three miles in length and about one in breadth, there were seen also descending into the same plain, several columns of rebel troops, who, about ten o'clock, began to cannonade them. About this time, information was brought to Sir Henry Clinton, that the enemy were discovered marching in force on both flanks of his army. This confirmed his opinion, that the chief design of the rebel General was against his baggage. The royal army was then engaged in defiles, which continued for some miles; and no measure appearing to Sir Henry Clinton so likely to ward off the threatened blow, as that of making a brisk attack on the rebel corps which harrassed his rear, and pressing that corps so hard, as to compel General Washington to recal to his assistance, the detachments which he had pushed forward to attack the baggage of the royal army. He saw that his situation required immediate exertion: and although he had certain information, that his opponent had collected his whole force, consisting of at least twenty thousand men, to act against him, he was not in the least disconcerted, but took his resolutions with coolness, judgment, and courage. He knew, that two defiles lay between him and the corps he meant to attack; and conjectured, that the enemy could not have passed the royal army, with a force which the division under Earl Cornwallis would be unable to engage. Even if he should meet the whole of General

neral Washington's army in the passage of those defiles, he apprehended little danger to himself, but saw that the situation might prove critical to the rebels.

The enemy's cavalry, led on by M. de la Fayette, having ventured near the King's army, were immediately attacked with great vigour by the Queen's light dragoons; the enemy, perceiving their danger, did not wait the shock of the charge, but fell back in great confusion upon their own infantry. Sir Henry Clinton, to support his attack on the rebel army, and in hopes that the event might bring on a general engagement, judged it proper to order a brigade of British infantry, and the 17th regiment of light dragoons, from Lieutenant-General Knyphausen's division, to join him and to take a position to cover his right flank, on which he suspected the enemy might make an attempt. The rebels perceiving the disposition which had been made to attack them in the plain, they fell back; and before the King's troops could overtake them, they had taken a strong position on the heights above Freehold court-house. The King's forces had suffered severely, both by fatigue and the intense heat of the weather; but sensible, that circumstances imperiously called for great exertions, the British grenadiers having their left to the village of Freehold, and the guards on their right, made a most spirited attack on the enemy, and compelled them to give way. The second line of the rebel army resisted with more obstinacy; but they likewise were at last completely routed. The enemy then took a third position, having a marshy hollow in their front, over which it would have been scarcely possible to have attacked them; but part of the second division of the King's army made a movement to the front, and occupied some ground on the left flank of the rebels, while the light-infantry and the Queen's Rangers turned their left. By this time, the men were so much exhausted by fatigue, that Sir Henry Clinton, who concluded by the exertions already made that he had completely attained his end, ordered the light-infantry to rejoin his division; but in their doing this, a strong detachment of the rebels interposed to prevent it, and would

certainly have greatly annoyed that corps, if the thirty-third regiment and the firſt battalion of grenadiers had not ruſhed forward to their aſſiſtance, and immediately diſperſed the enemy; the light-infantry then rejoined the General without farther moleſtation.

The diviſion of the royal army under Sir Henry Clinton, now occupied the ſame ground from which the rebels had been driven, after they had quitted the plain; and, on account of the exceſſive heat of the day, they were ordered to reſt there until ten o'clock at night, when they reſumed their march by moon-light, and rejoined the diviſion under Lieutenant-General Knyphauſen, who had advanced to Nut-ſwamp, near Middleton.

A ſtrong detachment of the rebel army, under the command of General Lee, had made an attempt on the long train of baggage; but were repulſed in conſequence of the good diſpoſitions made by Lieutenant-General Knyphauſen and Major-General Grant, and the gallantry of the 40th regiment, whoſe piquets, and one troop of the 17th light dragoons, only were engaged. General Waſhington was exceedingly diſpleaſed with the conduct of Major-General Lee, for not perſevering in this attack; which was afterwards ſubjected to a Court-martial, by whoſe ſentence, he was ordered to be ſuſpended from the ſervice of the American States for twelve months. The Court not only found him guilty of diſobedience of orders, but even threw a ſlur upon his courage; by inſinuating, that he had not attacked with ſufficient vigour, and that his retreat was diſorderly.

Never did troops diſplay greater bravery or better conduct, than the Britiſh officers and ſoldiers did in theſe conflicts: not more than ſix thouſand men were in action; yet they defeated at leaſt double their numbers, and forced them from two ſtrong poſitions; theſe feats they achieved, notwithſtanding they were ſo oppreſſed with the heat of the weather, and ſo much exhauſted with fatigue, that a large proportion of thoſe who loſt their lives on this occaſion fell dead as they advanced to battle, without having received a wound.

Before

Before the action closed, Sir Henry Clinton, fearing that his first order, which he had sent to Lieutenant-General Knyphausen for a reinforcement of troops, had miscarried; he therefore sent a second order, for a brigade of British, the second battalion of light-infantry, and the seventeenth regiment of light-dragoons, to join him on his march. With this additional force, he had resolved, if General Washington had shewn himself next day, to have attacked him: but there not being the least appearance of an enemy, Sir Henry Clinton suspected, that the rebel General might have pushed a considerable corps to a strong position near Middleton; for which reason he detached Major-General Grant, with a strong body of troops, to occupy this post, which he effected on the 29th, and on the 30th, the whole army arrived at this position. On the first of July, they fell back to another, near Navisink, where Sir Henry Clinton waited two days, in hopes that General Washington would have been tempted to have advanced to the position near Middleton; in which case, the British General could have attacked him to great advantage. During this time, the sick and wounded were embarked, and preparations made for passing to Sandy Hook island* by a bridge of boats, which, by the extraordinary efforts of the navy, under the direction of Captain Duncan, was soon completed, and over which, in two hours time, the whole army passed; the horses and cattle having been previously transported.

The loss which his Majesty's forces sustained, in the various actions and very fatiguing march across the Jersies, was small, in comparison of what might have been expected, considering the difficulties which they had to encounter.† Of the British four officers were killed, among whom were the Honourable Henry Monckton, Lieutenant-Colonel of the 45th regiment of foot, and Commandant of the second battalion of light-infantry; he was a most excellent officer, and much lamented by the

* This place had been formerly a peninsula; but, by the violence of the sea last winter, had become an island.

† See Note 89.

the whole army. Only four ſerjeants, and fifty-ſix rank and file, were killed: three ſerjeants and five rank and file, died with fatigue. Fifteen officers, ſeven ſerjeants, and one hundred and thirty-ſeven rank and file, were wounded: and three ſerjeants, and ſixty-one rank and file, miſſing. Of the German troops, one rank and file were killed, eleven rank and file died with fatigue, and eleven rank and file were wounded.

The General ſent Colonel James Paterſon home with his diſpatches, in which he mentioned in the ſtrongeſt terms of commendation, the bravery and good conduct of the officers and men under his command, and the great aſſiſtance which he had received from the General Officers.

This campaign affords ſome occurrences that ſtand almoſt unequalled in the annals of Great Britain: the diſaſter of General Burgoyne and his army; the hair-breadth eſcape of the army under Sir Henry Clinton, and the fleet under the command of Lord Howe, from deſtruction; and that fleet and army afterwards blocked up in the harbour of New York by a French ſquadron. A number of fortuitous circumſtances combined to produce theſe extraordinary events. A ſquadron was ordered for North America, of ſufficient ſtrength to defeat the deſigns of the French ſquadron under M. d'Eſtaing. They were unfortunately long detained in England by contrary winds, and on their voyage to America were overtaken by a ſevere ſtorm, in which moſt of the ſhips of the ſquadron were crippled and diſperſed: thick weather ſucceeding, they were never able again to form a junction; and by a ſtrange fatality, this fleet inſtead of being ordered directly to Sandy Hook, were ordered, in caſe of ſeparation, to rendezvous at Halifax.

The Porcupine ſloop had been ſent from England with diſpatches for Lord Howe, and arrived in the Delaware the beginning of May, when his Lordſhip took ſteps that much ſurpriſed all thoſe who were ignorant of his motives: he recalled his cruizers from the Cheſapeak, and ordered the large ſhips from Rhode Iſland and New York to aſſemble at the mouth of the Delaware. Immediately on the evacuation of Philadelphia,

delphia, the ſhips in the Delaware aſſembled below Reedy Iſland. The large ſhips which had been ordered from Rhode Iſland, as well as thoſe which were ſtationed in the harbour of New York, were very imprudently detained by Rear-Admiral Gambier, from the idea of Lord Howe being on the point of ſailing for that port. Calms and contrary winds prevented Lord Howe from getting out of the Delaware, until the 28th of June; he then divided the fleet into different ſquadrons, placing each of them under the inſpection of particular Captains, and ordering Captain Hamond of the Roebuck to remain about the Capes with ſome light cruizers. His Lordſhip proceeded in the Eagle to New York, attended by the Trident, (having his Majeſty's Commiſſioners on board,) and the Maidſtone frigate. The ſquadron, immediately under Lord Howe's command, were at laſt fortunate in a quick paſſage from the mouth of the Delaware to Sandy Hook, the Eagle arriving there on the 29th of June, the day after ſhe cleared Cape Henlopen; and in the evening of the 30th, the ſhips of war and tranſports from the Delaware arrived at Sandy Hook.

On the firſt of July, all on board were rejoiced, by obſerving Sir Henry Clinton and the army on the heights of Naviſink. In the morning of the day on which Lord Howe arrived at Sandy Hook, he was met at ſea by the Grantham packet, expreſs from England; which brought his Lordſhip advice, that the Toulon ſquadron had ſailed for America the 15th of April: her Captain alſo informed Lord Howe, that he had been chaced by them, in a ſouthern latitude, at no great diſtance from the coaſt. The diſpatches by the Grantham, which were dated the 2d of May, ſtated, that a ſtrong reinforcement was immediately to be ſent, under the command of Vice-Admiral Byron, for Halifax.

On the 5th of July, Sir Henry Clinton, with the army, croſſed over the bridge of boats to Sandy Hook iſland, from Naviſink; and the ſhips of war, under Commodore Hotham, from New York, had anchored at Sandy Hook: when, on the 7th of July, a Lieutenant from Captain Gardner of the Maidſtone

ſtone frigate, arrived at the Hook with diſpatches to Lord Howe, informing him, that on the 5th of July the Toulon ſquadron was ſeen by the Maidſtone, on the coaſt of Virginia; that by its courſe, it ſeemed at firſt to be bound for the Cheſapeak; but that, having watched its motions till the morning of the 6th, he had left it at anchor in the Delaware. This account was confirmed the ſame evening, by the arrival of the Roebuck frigate. While Lord Howe was, in conſequence of this information, employed in collecting his ſmall force, and in making preparations for every emergency, the Zebra ſloop of war arrived at the Hook, on the 11th of July; whoſe Captain brought intelligence, that the evening before he had ſeen a fleet, conſiſting of twelve ſail of two-decked ſhips, and three frigates, under French colours, holding their courſe for New York. At twelve o'clock the ſame day, a ſignal was made, without the bar, that the French fleet had hove in ſight; and in the afternoon, they were obſerved to come to anchor off Shrewſbury inlet, about four miles from Sandy Hook.

It is not in the power of words to do juſtice to the ſpirit, that blazed in the navy and army on this occaſion. Six ſail of ſixty-four gun ſhips, three of fifty, two of forty, with ſome frigates and ſloops, for the moſt part wretchedly manned, conſtituted the whole force which Lord Howe had to oppoſe to twelve ſail of two-decked ſhips and three large frigates.* Of theſe two-decked ſhips, eight were greatly ſuperior in ſize, number of guns, and weight of metal, to any under his Lordſhip's command: and the number of men on board the hoſtile fleet amounted to eleven thouſand. Yet, ſuch was the noble ſpirit of the Britiſh ſailors; ſuch their glorious love for the honour of their country; and ſuch their confidence in their leader, whoſe example gave life to their valour, that their emulation to ſecond his exertions roſe to a height to which hiſtory can find no parallel, inducing them to ſet the evident ſuperiority of the enemy at defiance. Nor was this national ſpirit confined to the royal navy alone: the patriotic flame ſpread through

* See Note 90.

through the whole fleet; and a thouſand volunteers, from the tranſports and victuallers, preſented themſelves to man his Majeſty's ſhips. Scarcely could the agents detain a ſufficient number of hands for the watch of their reſpective ſhips.—Many, whoſe names were omitted in the liſt given in to the Captain appointed by Lord Howe to receive them, were found concealed in the boats, which carried their more fortunate companions on board the ſeveral ſhips of war. This important emergency ſeemed, indeed, to infuſe a peculiar ſpirit into both ſervices, proportioned to every danger which threatened them. The ſoldiers became immediately as impatient to have an opportunity of ſignalizing themſelves, on ſo critical an occaſion, as the ſailors: and though unaccuſtomed to a ſea-life, which is commonly unpleaſant and diſguſting to landmen, expreſſed their eager deſire to be employed, under Lord Howe, whoſe character they held in the higheſt eſteem. The grenadiers and light-infantry, not yet recruited from the fatigues of a toilſome and laborious march, and many of the officers and men, with their wounds yet ſcarcely healed, were obliged to caſt lots, to determine who ſhould obtain the envied ſituation, of ſerving on board the ſquadron as marines. The maſters and mates of the merchantmen and traders in the harbour, alſo ſolicited employment with equal ardour. Several of them took their ſtations at the guns with the common ſailors: and others, obtained permiſſion to put out to ſea in ſmall ſwift-ſailing ſhallops, to alarm ſuch ſhips as might be bound for the port, and to look out for Admiral Byron's fleet, if fortunately it ſhould appear on this part of the coaſt. One in particular,* with a ſpirit of diſtinguiſhed bravery, and in language worthy of an old Roman, wrote to Lord Howe, for leave to convert his veſſel, the whole hopes of his fortune, into a fireſhip, to be conducted

* The name of this worthy man is Gideon Duncan, a native of Scotland. He commanded a veſſel in the employment of the Government, and not only proffered to convert her into a fireſhip, but declared, that if he was allowed to conduct her, he would attempt to lay the French Admiral's ſhip on board, as he lay at anchor off the Hook.

conducted by himself; rejecting every mention of reward.

In this struggle of magnanimity it was observed, with rapture, that the spirit which had raised Britain above the rest of Europe was not yet extinct; and that it wanted only to be awakened, and properly directed, to shine in her modern sons with as bright a lustre as in any of her ancient heroes. From the Commanders and Officers, such sallies of patriotic valour were naturally to be expected; but when the same ardour extended, not only to every rank and station in the service, but to every individual connected with or dependent upon the navy and the army, it appeared to proceed from the spirit of the people, and to exalt the character of the nation.

The Vice-Admiral could not be insensible to the high esteem for him, which all connected with both services had so strongly expressed: and his feelings corresponded with the emulation which glowed around him. Encouraged by the determined bravery of the men, and assured of the merit and skill of his officers, he lost not a moment in forming his disposition. The Eagle, Trident, Isis, Roebuck, Phœnix, and Pearl, which had moved up to Staten Island to take in water, together with the Ardent, from which Rear-Admiral Gambier had been ordered to shift his flag, fell down from the watering-place, on the first intimation of the approach of the French. A contrary wind having prevented them from joining that part of the squadron which had been left at the Hook, with all the expedition which the impending danger seemed to require, the Vice-Admiral quitted the Eagle, and hastened in his barge to the ships below. But M. d'Estaing, instead of crossing the bar immediately, in hope of surprising the British fleet, which it was natural to suppose he came prepared to have attempted, anchored, as was formerly observed, off Shrewsbury inlet; where he remained for several days, employed at times in sounding the bar, with every appearance of a determination to enter and attack the port.

In the mean time, Lord Howe improved this unlooked-for interval, by stationing his ships and vessels in the strongest position

ſition of which the channel within the Hook would admit. He placed the Leviathan,* the Ardent, the Nonſuch, the Trident, the Somerſet, the Eagle, and the Iſis, in a line ſtretching from the Hook, toward the S. W. point of the bank called the Spit. Theſe ſhips were anchored with ſprings on their cables; by which means, they could bring their broadſides to oppoſe any force that might attempt to come up the channel. Behind the Leviathan were the Carcaſs and Thunder bombs. The St. Albans, and ſome frigates, deſigned for a moving and occaſional force, to go where it might be found requiſite, lay within this line. The Vigilant, Phœnix, and Preſton, were advanced to command the bar, to annoy the French fleet in paſſing it, and to endeavour to throw them into confuſion; after which, they were to drop into the rear of the fleet. The four gallies were ranged acroſs the narrow part of the channel, abreaſt of the Hook; from which, in the event of an attack, they could row upon the ſhoal, and play their guns at ſuch a diſtance as ſhould be found moſt convenient, for the purpoſe of annoying the enemy: while their ſituation, on ebb water, would effectually prevent their being cut off. The Vice-Admiral ſounded the depths of the channel in perſon; aſcertained the different ſettings of the currents; and from the obſervations thus made, formed plans of defence, ſuited to any direction of the wind, with which M. d'Eſtaing might reſolve to croſs the bar. Theſe plans, with the grounds on which they reſted, he daily communicated to the Commodores and Captains, ſoliciting their opinions of them, and deſirous of profiting by their remarks. A battery of two howitzers, and another of three eighteen pounders, were erected on the point round which the enemy muſt paſs to enter the channel; while four regiments, under the command of Colonel O'Hara, were ordered by Sir Henry Clinton to the Hook, to prevent the enemy from attempting to take poſſeſſion of that place, from which they might act with conſiderable

* The Leviathan, formerly his Majeſty's ſhip Northumberland of ſeventy guns, her name changed, and uſed as a ſtoreſhip; but, on this occaſion, manned with volunteers, and ſupplied with cannon from the park of artillery.

conſiderable advantage. In the mean time, it was mortifying to the Britiſh ſeamen, to ſee the trading veſſels daily falling into the enemy's hands.

The Stanley armed brig, commanded by Lieutenant Whitworth, with five prizes, anchored in the midſt of the French fleet during the night, ſuppoſing it to be Britiſh; and was boarded before the miſtake could be diſcovered. Several tenders and advice-boats eſcaping over the flats, prevented the Hope, with a convoy from Halifax, from committing the ſame error.

From the time when the French ſquadron anchored off Shrewſbury, boats and ſmall veſſels were ſeen conſtantly paſſing to and from the ſhore, for ſupplies of water and proviſions. On the 21ſt of July, this intercourſe was obſerved to ceaſe; and it was therefore conjectured, that ſome movement was in agitation. On the 22d, the wind blew freſh from the north-eaſt, which favoured an attack on the Britiſh fleet. By eight in the morning, the French ſquadron appeared under way, and kept working to windward, as if to gain a proper poſition for croſſing the bar, as ſoon as the tide ſhould ſerve. The ſpring tide was then at the higheſt, and roſe that afternoon thirty feet on the bar; ſo that every circumſtance conſpired to forward the expected attack. On the ſide of the Britiſh, every thing was at ſtake. If their ſquadron had been defeated, the tranſports and victuallers muſt have been deſtroyed; and the army would moſt probably have ſhared in the deſtiny of the fleet. Their ſpirit however did not ſink under theſe apprehenſions, but roſe in proportion to the danger which called for its exertion: and if the enemy had dared to put it to the teſt, it aſpired even to the hope of conqueſt. The French Commander, if his intentions were at firſt to hazard this attack, thought proper afterwards to alter them: and having kept the Britiſh fleet for ſome time in ſuſpenſe, about three o'clock he changed his courſe, and ſtood to the ſouthward. Under the impreſſion, which theſe occurrences left upon the minds of the Britiſh naval and military officers in America, they conſidered themſelves

ſelves as altogether forgotten or neglected by their country: and with difficulty ſuppreſſed ſenſations of indignation againſt the Naval Miniſter, to whom they imputed the blame of the imminent hazard to which they had been expoſed; without being furniſhed either with an adequate force to contend againſt it, or with timely intelligence to enable them to provide for their ſafety.

Had the French ſquadron arrived a few days ſooner than it did; or had the evacuation of Philadelphia been delayed a few days latter; M. d'Eſtaing might have ſurpriſed Lord Howe in the Delaware, with only two ſhips of ſixty-four, one of fifty, and one of forty guns, and a few inferior frigates, encumbered with a fleet of tranſports, victuallers, and private traders, laden for the moſt part with the families of the refugees from Philadelphia, and the wrecks of their fortunes. In this event, the ſpirited conduct of the Vice-Admiral, the gallantry of his officers, and the bravery of his men, could have availed nothing againſt the ſuperiority of the enemy's force. In the vain expectation of meeting his tranſports, General Clinton would have reached the ſhore with his troops exhauſted by fatigue, the whole rebel force in his rear, his proviſions almoſt expended, without a proſpect of procuring a freſh ſupply; without a poſſibility of retreat; and with an enemy's ſquadron riding perhaps in triumph, where he expected to find a Britiſh fleet for the conveyance or protection of his army. But the French fleet had a tedious voyage to the American coaſt; after having got ſight of land, it loſt twenty-four hours in chacing his Majeſty's ſhip Mermaid, and forcing her aſhore on Cape Henlopen, where ſhe was wrecked: coming afterwards to an anchor in the Delaware, it remained inactive there forty-eight hours: and all theſe delays proved fortunate for the Britiſh affairs at this critical juncture.

The Britiſh Miniſtry, as ſoon as they knew, or ſuſpected, what was the real deſtination of the ſquadron under M. d'Eſtaing, had prepared a force, which they deemed ſufficient to cope with it; and ſent that force to ſea, with the deſign of

counteracting its operations. When the French fleet had quitted the Mediterranean, and was ſeen ſhaping its courſe acroſs the Atlantic, Vice-Admiral Byron received orders to purſue them to America; but in the courſe of his voyage, met with the diſaſters and impediments which have been already related. Theſe were the unforeſeen cauſes, which had expoſed the ſquadron at New York, and the army on its retreat from Philadelphia, to ſo much hazard; but by ſucceeding occurrences, they were ſoon elucidated and explained.

On the French ſquadron ſtanding to ſea, Lord Howe ſent inſtructions to the advice-boats, which were ſtationed without the bar, to follow them and obſerve their motions. M. d'Eſtaing, diſſuaded by the pilots in his ſervice, who were the beſt which the country afforded, from attempting to force the port of New York,* on account of the great depth of water which his largeſt ſhips drew, had ſtood to the ſouthward with his ſquadron. He had been induced to adopt this meaſure, by the appearance of an eaſterly gale; which, as it would have blown directly on the coaſt, muſt have rendered his former ſituation extremely dangerous. The Vice-Admiral, however, while he remained unacquainted with his reſolution to relinquiſh his deſign againſt New York, continued to keep all perſons at their reſpective poſts, in readineſs to receive him. His Lordſhip received intelligence on the 26th, that the French ſquadron had been ſeen on the morning of the 23d, about thirty leagues from the land, in the latitude of the Delaware, ſteering by the wind, which was then at eaſt, on the larboard tack. The Delaware frigate was accordingly ordered to look out: and on the ſame day, the fleet received an unexpected reinforcement, by the arrival of the Renown from the Weſt Indies. Even a ſingle fifty gun ſhip was at this time deemed an important acceſſion of ſtrength; eſpecially, as ſhe had narrowly eſcaped the enemy, through the rear of whoſe fleet ſhe had paſſed unnoticed, in the duſk of the preceding evening. On that day alſo, the Diſpatch ſloop of war returned from Halifax, where ſhe

* Gordon's Hiſtory of the American Revolution, vol. iii. page 156.

ſhe had been ſent by his Lordſhip, as ſoon as he was aſcertained of the arrival of the French fleet in the Delaware. The reaſon of his ſending her there was, that ſhe might bring to his ſupport Admiral Byron's ſquadron, which, as he was informed by the Admiralty, had been deſtined for that port; a deſtination that aſtoniſhed all the naval officers and ſeamen at New York. By the Diſpatch, however, he received no account of Admiral Byron; but was informed, that Captain Fielding of the Diamond, who commanded his Majeſty's ſhips at Halifax, from the moment in which he had heard that a French fleet was expected on the American coaſt, had uſed the utmoſt diligence in getting the Raiſonable and Centurion refitted, and had ſent them to join his Lordſhip: in a few days, they both arrived in ſafety at New York. The Raiſonable narrowly eſcaped the French fleet, having ſeen them on the evening of the 27th, ſteering for Rhode Iſland. If theſe ſhips had appeared a few days ſooner, either they muſt have been prevented from forming a junction with Lord Howe, or our forces at the Hook muſt have had the mortification to ſee them captured by the enemy. The ſame muſt have been the fate of the Cornwall of ſeventy-four guns, one of Admiral Byron's ſquadron, which croſſed the bar at Sandy Hook on the 30th, and brought the firſt certain intelligence of this long looked-for reinforcement; of its detention in England; and of the diſaſters which had befallen it, on its voyage to America. In a violent gale on the 3d of July, ſhe had been ſeparated from the fleet, whoſe rendezvous it ſhould ſeem had been altered, as ſhe made directly for Sandy Hook, without going firſt to Halifax.

Congreſs having determined on an enterpriſe againſt Newport in Rhode Iſland, their reſolution was communicated to M. d'Eſtaing, who, by the requeſt of General Waſhington, conſented to enter that harbour, and ſecond his operations. Leaving the French Admiral to proſecute his voyage to Newport, we ſhall turn our attention to Vice-Admiral Byron and his fleet; and alſo to the operations of Sir Robert Pigot at

Rhode Iſland. Vice-Admiral Byron, with his ſquadron,* ſailed from Plymouth Sound on the 9th of June, and worked out of the channel againſt a freſh gale of wind at ſouth-weſt. In latitude 49° 4′ N. longitude 26° 48′ W. from the Lizard, on the 3d of July, his fleet was ſeparated in a violent gale at north, with exceſſive heavy rain. The ſtorm abated at eight o'clock in the evening of the fourth; when only the Princeſs Royal, Invincible, Culloden, and Guadaloupe, of the ſquadron, were to be ſeen. In the courſe of the voyage they met with very thick weather, and at different times theſe four ſhips ſeparated; ſo that on the 11th of Auguſt, the Vice-Admiral's ſhip, viz. the Princeſs Royal, was left alone. He exerted himſelf to reach Sandy Hook;† but on account of contrary winds made ſlow progreſs. On the 18th of Auguſt, at five o'clock in the morning, he diſcovered twelve ſail at anchor, about nine or ten miles to leeward; Sandy Hook bearing North, diſtant about twenty-eight leagues, and immediately bore away for them. He ſoon perceived that they were large ſhips, and that ſeveral of them got under way and made ſignals to each other, which he did not underſtand. He therefore hauled his wind to the weſtward, in order to clear ſhip, and at half paſt ſeven tacked, having got ready for action. At nine, he tacked again, and ſtood to the weſtward; two ſhips of the line being then in chace of him, the ſmalleſt of which gained on him very faſt. On his making the private ſignal for the American ſquadron, it was not anſwered. By this time the fleet which he had ſeen had diſappeared: and ſoon after that, the headmoſt of the two chacing ſhips, backed her mizen-top-ſail, to let the ſternmoſt (a ſhip of ſeventy-four guns) come up. When ſhe joined her companion, they made a ſignal, and both of them bore away to rejoin their fleet. This ſurpriſed Vice-Admiral Byron very much; becauſe, if they had continued the chace,

* See Note 91.

† This is another proof, that the rendezvous was changed from Halifax to Sandy Hook. See Mr. Byron's public letter to Mr. Stephens, dated Halifax harbour, Auguſt 27th, 1778.

chace, by their ſuperior ſailing, they might have been alongſide of him in two hours. He was now certain, that this muſt have been the French fleet: and under this conviction, he judged it improper to proceed alone to Sandy Hook, or to attempt to go to Rhode Iſland, as the enemy's ſquadron lay directly between him and both theſe places. He therefore determined to make for Halifax, where he arrived on the 26th of Auguſt. There, he found the Culloden; the only one of his ſquadron which he had met ſince they were parted by the ſtorm. Her Commander, after his ſeparation from the Vice-Admiral's fleet, had judged it moſt expedient to ſteer for that harbour, which he reached on the 16th. Both ſhips were refitted with all poſſible expedition, and having got a ſupply of water and proviſions, the Vice-Admiral ſailed from Halifax, with the Culloden, Diamond frigate, and Diſpatch ſloop. He took with him the two laſt, becauſe they were clean ſhips, and their Commanders well acquainted with the navigation of the coaſt. Captain Fielding of the Diamond had the command of his Majeſty's ſhips employed on the coaſt of Nova Scotia; but the Vice-Admiral judged it expedient to take him with him, and directed Sir George Collier to take the charge with which he had been intruſted.

Major-General Sir Robert Pigot commanded a conſiderable corps of infantry at Rhode Iſland;‡ but Sir Henry Clinton having received intelligence, that General Waſhington had detached Major-General Sullivan to Providence, with a large body of troops to attack him, ſent a detachment of five battalions, under Major-General Preſcot to reinforce Sir Robert Pigot. The Congreſs had ſelected General Sullivan for this enterpriſe, and the preparations which he had made for it were

‡ Garriſon at Rhode Iſland.

Twenty-ſecond	British Regiments.	Landgrave,	Heſſians.
Thirty-eighth		Ditmols,	
Forty-third		Bymon,	
Fifty-fourth		Kyne,	

Reinforcement.

Two battalions of Anſpach, and three battalions of Loyal Americans.

ſuch as had rendered the rebels extremely ſanguine in their hopes of ſucceſs. So great was the deſire of the people to co-operate with their new allies in this expedition, that ſome thouſands of volunteers, gentlemen, and others, from Boſton, Salem, Newbury Port, Portſmouth, and other places, engaged in the ſervice. When M. d'Eſtaing arrived off Point Judith, on the 29th of July, the pilots who were to conduct his fleet into the harbour were not aſſembled. This occaſioned a delay; and General Sullivan wrote to him, that he could not be ready to co-operate with him for ſome days. General Waſhington ſent Major-General Green to aſſiſt General Sullivan: and probably to gratify the French Admiral, he ſent alſo the Marquis de la Fayette, at the head of two thouſand of his beſt troops; who, by a very rapid march, joined him in time to partake in the ſervice.

Sir Robert Pigot took every meaſure, that could be expected from a good officer, for defending the poſt committed to his charge; and was well ſeconded by Captain John Briſbane of the Flora, on whom the command of his Majeſty's ſhips at Rhode Iſland had devolved, when Captain Griffith failed in the Nonſuch for New York. The French fleet appeared off the harbour about eleven o'clock in the forenoon, on the 29th of June, and the Anſpach regiments and Brown's provincial corps, which were on Conanicut iſland, were immediately withdrawn, leaving a detachment in the redoubts. Next morning, two of the enemy's line of battle ſhips came up the Narraganſet paſſage. The battery on Fox-hill hulled the headmoſt of them twice. She returned the fire and ſtood on; and then both of them anchored at the north end of Conanicut. Two large French frigates and a brig went up the Seconnet paſſage; but upon making towards the King's-fiſher ſloop and the gallies, they were ſet on fire and blown up.

On the 31ſt of July, the two line of battle ſhips endeavoured to rejoin their fleet, which had kept tacking backwards and forwards the whole day; and in the evening, anchored off Brenton's-ledge, where they had anchored on their firſt arrival

at

at Rhode Iſland. Sir Robert Pigot found it neceſſary to remove the troops from the redoubts on the iſland of Conanicut; and at the ſame time, to bring off the oxen and ſheep, leſt they ſhould fall into the enemy's hands. While this was doing, the guns on the batteries on the Beaver's-tail and Dumplins were rendered unſerviceable. He ordered all the regiments to be ready, on a moment's warning, to repair to the advanced poſts, and the out-detachments to retire within the redoubts; as he intended to make a ſtand there, againſt any force that might attack him. He likewiſe had the commiſſaries and naval ſtores removed from the town of Newport to the ropewalk. On the 2d of Auguſt, the French put two guns on the iſlands called the Dumplins; and next day, took poſſeſſion of the iſland of Conanicut. Sir Robert Pigot ordered a redoubt to be erected to ſecure the gorge from Brenton's-neck: and leſt the enemy ſhould make a landing there, all the cattle and teams of the iſland were drove in within the lines, a milch cow only was left for the uſe of each family; and every carriage and intrenching-tool was ſecured, as the beſt means that could be deviſed for impeding the progreſs of the invading army.

Captain Briſbane was extremely active in his department, and took the moſt proper meaſures, to prevent the rebels from making good their landing on the iſland; but the arrival of the French fleet rendered his precautions abortive, and obliged him, on the 7th of Auguſt, to deſtroy the Lark, Orpheus, Juno, and Cerberus frigates, which he could not bring back to the inner harbour of Newport. He ordered their crews to join the garriſon. The Flora frigate and Fortune ſloop were ſunk in the outer harbour; and at the entrance of the inner harbour, ſeveral large veſſels were alſo ſunk, to prevent the French Admiral from bringing his ſhips too near to the works and encampment. A great quantity of combuſtibles were likewiſe collected, to be employed againſt the enemy as occaſion might offer.

On the 8th, about noon, the French ſquadron got under way, and made for the harbour, in a line of battle ahead,

ſtanding in under an eaſy ſail. About four o'clock in the afternoon, when they came within cannon-ſhot of the ſhore, they began a briſk cannonade on Brenton's Point, Goat iſland, and the north batteries. Theſe were manned by the ſeamen of the deſtroyed frigates, under the command of Captain Chriſtian, and Lieutenants Forreſt and Otway of the navy, who, with great ſpirit, returned a well-directed fire.

The laſt of theſe works had been previouſly ſtrengthened; and ſome tranſport ſhips had been ſunk in its front, to block up the paſſage between it and Roſe iſland. Having paſſed the batteries, the French fleet came to an anchor between Goat iſland and Conanicut, the Admiral's ſhip being about three quarters of a mile to the ſouthward from Gould's iſland; and the reſt, amounting to nine ſail of the line and a frigate, in a line ahead towards the north end of Conanicut. Two of their line of battle ſhips continued in the Narraganſet paſſage, as did two frigates in the Seconnet paſſage.*

On the 9th in the morning, the garriſon of Newport were rejoiced at the ſight of the Britiſh fleet, under Lord Howe, (of which in its proper place). On the tenth, at noon, the whole of the French fleet got under way; and ſailed out of the harbour. On their way out, they cannonaded the batteries, in the ſame manner as when they entered the port; and the garriſon returned their fire with equal ſpirit. Fortunately, by the cannonade from the ſhips on both days, not a man was hurt; nor any injury done, except to ſome houſes in the town of Newport.

Expreſſes had been ſent from Rhode Iſland to Lord Howe at New York, to inform him of the proceedings of the enemy, and of the progreſs of their attack. When his Lordſhip found that the French fleet was ſeparated, for the purpoſe of co-operating with the rebel army, he conſidered this circumſtance as affording him a favourable opportunity to attempt the relief of the garriſon, and haſtened his preparations for ſailing with the ſquadron. The 23d regiment, under the command of Lieutenant-

* See Note 94.

Lieutenant-Colonel Balfour, came as volunteers to ſerve on board the fleet, and to relieve the grenadiers and light-infantry, whom Sir Henry Clinton had ordered to be re-embodied into battalions. Two additional fireſhips, conſtructed by the Vice-Admiral's orders, joined the fleet at Sandy Hook; and all things were in readineſs for putting to ſea by the firſt of Auguſt. The ſignal to weigh had ſcarcely been made, when the wind veered round to the ſouthward; and not returning fair, ſo as to correſpond with the time of highwater on the bar, until the morning of the ſixth, the fleet was unavoidably detained. The Vice-Admiral then put to ſea, and on the ninth anchored off Judith Point; when he received full information from Sir Robert Pigot, and Captain Briſbane, of the preſent ſtate of the attack, the poſition of the French fleet, and the ſteps he had been obliged to take. From this information, the poſition of the French fleet, and their ſuperiority in the ſize and number of their line of battle ſhips and weight of metal, Lord Howe was of opinion, that it was impracticable for him to afford Sir Robert Pigot any eſſential relief.

The wind changing to the northward on the morning of the 10th, the French Admiral ſtood out of the port, with twelve ſail of the line and three frigates: but Lord Howe conſidered this force as too far ſuperior to that under his command, to admit of his attacking it, with any probable proſpect of ſucceſs, whilſt the enemy poſſeſſed the weather-gage. His Lordſhip therefore ſteered, with the fleet under his command, ſo as to form in order of battle to the ſouthward; hoping, from the appearance of the weather, that latter in the day, the wind might come from the ſea, which would give him that advantage. He kept only the fireſhips with him; and ſent orders for the bombketches and gallies to ſail, with the Sphynx frigate, for New York.

The enemy being equally attentive to the ſame object, no material advantage reſulted from an alteration in the direction of the wind, which blew for a ſhort time to the ſouthward of eaſt. Lord Howe continued the ſame courſe the reſt of the day, under a proportion of ſail for the Phœnix, Experiment, and

and Pearl, which had the three fireſhips in tow, to keep them in company with the reſt of the ſquadron. The Count d'Eſtaing kept advancing with a preſs of ſail, and his line not well formed. When night came on, the Apollo was ordered by Lord Howe to ſtand between the two fleets, and, by private ſignals, to intimate the enemy's ſituation, as long as ſhe could keep them in ſight. By theſe means the two fleets, at dawn of day on the 11th, found themſelves in the ſame relative poſition, though rather at a greater diſtance than in the preceding evening: the headmoſt ſhips of the French ſquadron being then hull-down.

The wind ſtill continuing at eaſt-north-eaſt, and blowing freſh, the weather extremely thick and hazy, and Lord Howe having expectations, by ſtanding to the ſouthward, to gain the wind of the enemy, propoſed to effect this by ſucceſſive changes of his courſe; or, if this attempt ſhould fail, he would have it in his power to wait their approach, with the ſquadron formed in a line of battle ahead from the wind to ſtarboard. About four in the evening, his Lordſhip made the ſignal for the line of battle ſhips to cloſe to the centre; which they did by ſhortening ſail. At the ſame time, the fleet beheld him take a ſtep, of which they could not but approve, and which was highly neceſſary in his preſent ſituation. It has been acknowledged, by the beſt naval officers, that a ſtation in the line is the moſt improper that a Commander in Chief can occupy in the time of action; becauſe, in this ſituation, it is impoſſible for him to ſee the operations of the fleets, and of courſe he cannot be qualified for iſſuing the orders, neceſſary either to the preſervation of his own ſhips, or to the diſcomfiture of thoſe of the enemy. Although many allow the propriety of this conduct, few would have the magnanimity, ſo far to contemn the cenſure, which might ariſe from a miſconſtruction of the motive, as to put it into practice. Doubtleſs the perſonal courage of no officer could be better eſtabliſhed, than that of his Lordſhip already was: and on the preſent occaſion, when he was to engage a fleet ſo much ſuperior to that which he commanded, he could look

look for ſucceſs, only by a prompt and critical exertion of his profeſſional ſkill and abilities.

The Vice-Admiral, therefore, ſhifted his flag from the Eagle to the Apollo frigate, leaving the Eagle in the centre, and moving to a convenient diſtance to ſee the whole line. As he gained, by this manœuvre, a nearer view of the French fleet, he perceived that M. d'Eſtaing had placed his largeſt ſhips in the van of his fleet; and therefore directed the rear of the Britiſh fleet to be ſtrengthened, by making the ſignal for the Cornwall to move from the centre, and change places with the Centurion. The enemy's van, now under top-ſails, and between two and three miles diſtant, had altered their bearings ſince the morning, from eaſt-north-eaſt to ſouth-ſouth-eaſt; and at four o'clock in the afternoon, the French Admiral formed his line to leeward to engage the Britiſh fleet. On obſerving this, Lord Howe croſſed through the interſtices of his own line, with his frigates and fireſhips; and in a few minutes after that, made the ſignal for the line of battle ſhips to ſhorten ſail, and cloſe to the centre.

In this movement he was obeyed with alacrity and ſucceſs; as, indeed, he had been in the ſeveral manœuvres he had put in practice, either to gain the wind, or for other purpoſes, preparatory to the intended attack. In a little time, the French ſquadron bore away to the ſouthward. This was apparently owing to the ſtate of the weather; which, by the wind increaſing, with frequent rain, was very unfavourable for coming to action. The Britiſh ſhips were obliged to be under cloſe reefed top-ſails, and the ſea ran ſo high, that Lord Howe was compelled to remain on board the Apollo frigate; from which he made the ſignal, that he meant to lie-to for the night, on the ſtarboard tack, to prevent ſeparation. Yet, ſo dark and hazy was the weather, and to ſuch violence did the gale increaſe, that on the morning of the 12th, the blue diviſion was totally ſeparated from the fleet. The centre and van, with moſt of the frigates and fireſhips, kept pretty well together. At noon, the ſquadron was alarmed by a ſignal of diſtreſs from the

the Apollo, and in a few minutes afterwards, her main top-maſt went overboard. Her crew had been obliged to cut it away in order to ſave the main-maſt, which was dangerouſly ſprung in the partners. At night, ſhe loſt her fore-top-maſt; and ſoon after, ſeparated from the fleet. In the evening of the 13th, the weather became more moderate, and his Lordſhip removed his flag on board the Phœnix, being then in company with the Centurion, Ardent, Richmond, Vigilant, and Roebuck. He proceeded to look for the diſperſed ſhips, having previouſly ſent the Roebuck, which loſt the top of her mizen-maſt, to attend the Apollo to Sandy Hook. He then hoiſted his flag on board the Centurion. In the morning of the 15th, upon hearing ſeveral guns to the ſouthward, he proceeded in that direction. About twenty leagues to the eaſtward of Cape May, he diſcovered ten ſail of the French ſquadron, ſome of which were at anchor. He returned to the Phœnix, and left the Centurion in a proper ſtation for directing to the appointed rendezvous, any of the diſperſed ſhips that might fall in her way, or any of the veſſels belonging to Vice-Admiral Byron's ſquadron, that might arrive on the coaſt. Beſides the damages already mentioned, his Lordſhip was informed, on rejoining the reſt of the ſquadron at Sandy Hook, on the evening of the 17th, that the Cornwall had ſprung her main-maſt, the Raiſonable her bowſprit, and that the fireſhips were alſo ſo much damaged by the wet, as to require ſome conſiderable time before they could be fit for ſervice; and that the Iſis had been much ſhattered, in a ſevere action with one of the enemy's ſeventy-four gun ſhips.

The French ſquadron ſuffered ſtill more materially from the ſtorm than the Britiſh, and their damages had nearly been attended with moſt ſerious and important conſequences. In the evening of the 18th, towards duſk, Captain Dawſon, in the Renown of fifty guns, fell in with the Languedoc of ninety guns, totally diſmaſted. M. d'Eſtaing was on board of this ſhip. On the Renown running down cloſe under her lee, Captain Dawſon was hailed and ordered to ſhew his colours; upon

upon which he fired all his upper-deck guns into her, and then ſtood off to windward. Opening his lower ports, he wore round under her ſtern, and at half cable's length poured into her three broadſides; which, beſides doing other damages, ſhot away her rudder. The enemy were in the greateſt conſternation: and having no guns which they could bring to bear againſt the Renown, except their ſtern-chace, they were forced to run out two guns from their ſtern-gallery; but the fire from the Renown was ſo ſuperior to that of the Languedoc, that the enemy conſidered themſelves as loſt, and threw a number of valuable papers overboard. The night being extremely dark, and the wind blowing freſh, Captain Dawſon unfortunately reſolved to lie-to all night, and renew the action in the morning; but the firſt broadſide which he fired, alarmed ſix French ſhips of the line, and ſoon brought them to the aſſiſtance of their diſtreſſed Admiral. Three of them immediately gave chace to the Renown, the other three remained with the Languedoc; and Captain Dawſon, by ſetting all the ſail he could carry, made his eſcape. It is probable, that had he perſevered in the action for half an hour longer in the night, M. d'Eſtaing had been reduced to the neceſſity of ſtriking his colours; in which event, he might indeed have been difficulted to conduct his prize into port, but he would have had it in his power to have ſhifted the officers and crew, and might have ſet the Languedoc on fire.

The ſame night in which this action was fought, Commodore Hotham, in the Preſton of fifty guns, croſſed the Tonnant of eighty guns, with only her main-maſt ſtanding; he immediately attacked her, continued the engagement for ſome hours, killed a great number of her men, and would have compelled her to ſurrender, if the firing had not brought ſome of the French ſquadron to her relief; on whoſe approach, he was obliged to deſiſt, and make off with all poſſible ſpeed.

A third action was alſo fought that day, by another ſhip of Lord Howe's ſquadron, the Iſis of fifty guns, commanded by Captain John Raynor, who was chaced by the Cæſar, a French ſhip

ſhip of war of ſeventy-four guns, carrying a Rear-Admiral's flag at the mizen-maſt-head. Captain Raynor was making for the appointed rendezvous of the fleet, when, in the afternoon, he diſcovered the enemy's ſhip, and obſerving that ſhe was greatly ſuperior in force to the Iſis, he made all the ſail he could from her; but the enemy's ſhip ſailing much better than the Iſis, in a few hours was alongſide of her. When the enemy found that they could overtake the Iſis, they prepared every thing for battle on the ſide of the Cæſar, on which they thought it moſt probable that the engagement would take place. This was ſuſpected by Captain Raynor and his officers, who did not allow them to be undeceived, until it was too late to remedy their error. When the Cæſar was almoſt within gun-ſhot, Captain Raynor let the Iſis fall to leeward, by which means the unprepared broadſide of the French ſhip came oppoſite to her. This unexpected manœuvre threw the enemy into the greateſt confuſion, and gave their opponents a very conſiderable advantage, of which they failed not to avail themſelves. The two ſhips were ſoon alongſide of one another, and a very warm action commenced. The ſkill and addreſs of Captain Raynor and his officers were not more conſpicuous before the action, than their ardour and bravery while the unequal conteſt laſted. The enemy finding that, notwithſtanding their great ſuperiority, they made no impreſſion on the Iſis, amazed at the briſkneſs of the fire kept up by ſo ſmall a ſhip, were forced to put before the wind, and ſet all the ſail they could to make their eſcape. The Iſis, having ſuffered greatly in her maſts and rigging, at which the enemy had chiefly aimed, was unable to purſue the French ſhip. The Britiſh fire was directed to better purpoſe. The Cæſar carried the flag of the famous philoſopher and circumnavigator, M. de Bougainville, who was ſeverely wounded in the arm, the Firſt Lieutenant loſt his leg, and ſeventy men were killed or wounded. On board the Iſis, only one man was killed, and fourteen wounded. The young Duke of Ancaſter, who had arrived from England only a day before the fleet ſailed, had embarked

as

as a volunteer in this ſhip, and greatly diſtinguiſhed himſelf during the action, as did Captain Furneaux late of the Syren. The modeſt detail which Captain Raynor gave the public of this brilliant action, ſhewed his merit with double luſtre: and his country had ſoon great reaſon to lament being deprived of ſuch an excellent officer.*

On the 9th of Auguſt, when the rebel forces, under General Sullivan, made good their landing at Howland's ferry in Rhode Iſland, they were greatly depreſſed by finding that the French fleet had left the harbour. The weather was ſo exceedingly wet, that their operations were greatly retarded; particularly their tranſporting of ſtores, and other requiſites neceſſary to commence the ſiege. At laſt, however, on the 14th, a large body of their troops took poſſeſſion of Honyman's-hill.

To repel any attempts from that quarter, a breaſtwork had been raiſed, and ſtrengthened by abbatis, along the heights from Green-end to Iriſh's redoubt. On the 17th, the enemy were diſcovered breaking ground on Honyman's-hill, erecting a battery for cannon there; another on their right, on the Green-end road; and a third, for five guns, in a direct line with the former. Sir Robert Pigot endeavoured to obſtruct theſe works, by keeping up a continual fire on them; but on the 19th, the rebels opened another battery, which obliged him to remove his camp more to the rear. The enemy continued in making their approaches, and the garriſon in erecting works to counteract them; when on the 19th, at noon, the French fleet came once more in view. Seemingly much diſabled, they came to an anchor off the port, where they continued till the 22d, when they finally diſappeared, and ſailed for the harbour of Boſton.

When the French fleet left Rhode Iſland, the rebels were conſtructing two additional batteries, much lower down the hill than the former; one on the right for five, the other on the

* He died at ſea, Auguſt 25th, 1780, being then Captain of the Inflexible of ſixty-four guns.

the left of Green-end for ſeven guns. Both of theſe were opened next day. Sir Robert Pigot finding it neceſſary to attempt to ſilence them, ordered a battery for ſeven heavy guns to be raiſed, on commanding ground, near Green-end; but from the obſtructions which the work received from the enemy's fire, it could not be completed till the 25th. Its effects, however, ſoon became viſible; for the rebels thought fit, ſoon after it was opened, to cloſe the embraſures of their lower batteries, and to conſtruct them for mortars. During this time, they had been employed on the height of the eaſt road, in making a battery for thirteen-inch mortars, and had alſo begun a third approach in front, and to the right of their lower batteries.

It was obſerved, on the 26th, that the rebels diſcontinued their works; and Sir Robert Pigot was informed by deſerters, that they were removing their officers' baggage and heavy artillery. He therefore detached, in the night, Major Bruce of the 54th regiment, with one hundred men, over Eaſton's beach in queſt of intelligence; and he, with great addreſs, and without ſuſtaining any loſs, ſurpriſed and brought off a piquet of two officers and twenty-five men: but the accounts which they gave were vague and uncertain.

On the 27th, the Sphynx and two other war ſhips arrived at Rhode Iſland, and brought the agreeable news that Sir Henry Clinton was on his way, with a great reinforcement to the garriſon. On the 28th, the Vigilant galley took a ſtation to cover the left flank of the army: and at ten o'clock afternoon, the rebels made an attempt to ſurpriſe a ſubaltern's piquet, but were repulſed with loſs, and obliged to retreat.

On the 29th, at day-break, it was diſcovered that the enemy had retreated during the night: upon which, Major-General Preſcot was ordered to detach a regiment from the ſecond line under his command, over Eaſton's beach, towards the left flank of their encampment; and a part of Brown's corps was directed to take poſſeſſion of their works. Brigadier-General Smith was, at the ſame time, ſent by the eaſt road, with the

22d

22d and 43d regiments, and the flank companies of the 38th and 54th regiments; while Major-General Loſberg was ordered to march by the weſt, with the Heſſian chaſſeurs and Anſpach regiments of Voit and Seboth, to annoy them in their retreat. On receiving a report from Brigadier-General Smith, that the rebels made a ſtand, and were in force upon Quaker's-hill, Sir Robert Pigot ordered the 54th, and the Heſſian regiment of Huyn, with part of Brown's corps, to ſupport him; but before they could come to his aſſiſtance, his perſeverance, and the ſpirited behaviour of the troops under his command, had gained poſſeſſion of the ſtrong poſt of Quaker's-hill, and obliged the rebels to retire to their works at the north end of the iſland. On hearing a ſmart fire from the chaſſeurs, who were engaged on the weſt road, Sir Robert ſent Colonel Fanning's corps of provincials to join General Loſberg, who obliged the rebels to quit two redoubts made to cover their retreat, drove them before him, and took poſſeſſion of Turkey-hill. Towards evening, an attempt being made by the enemy to ſurround and cut off the chaſſeurs, who were advanced on the left, the regiments of Fanning and Huyn were ordered to march to their ſupport. After a ſmart engagement, they compelled them to retreat to their main-body on Windmill-hill, an advantageous ſituation, on which they had taken poſt, and in ſtrengthening of which they had employed themſelves after raiſing the ſiege.

The return of the French ſquadron to their anchorage off the harbour of Rhode Iſland, even in their diſabled ſtate, greatly alarmed Sir Robert Pigot. He dreaded that the rebel army would return and renew their approaches: and having no accounts of the Britiſh fleet, he was apprehenſive that they had alſo been diſabled in the ſtorm, and obliged to return to Sandy Hook; and that M. d'Eſtaing would, in that event, immediately re-enter the harbour, ſecond the operations of the beſiegers, and place his ſhips in ſuch poſitions as to enfilade his camp with their fire. Thus ſituated, he was anxious to get intelligence of his alarming ſituation, conveyed to Sir Henry Clinton and Lord Howe.

Lieutenant Stanhope of the navy offered himſelf for this ſervice. A whale-boat was accordingly got ready, in which he embarked on the night of the 25th, eſcaped unobſerved by the enemy, and after a ſhort but boiſterous paſſage reached Sandy Hook.* Here he found Lord Howe, who, as ſoon as his fleet was re-aſſembled, had given orders to have the diſabled ſhips repaired with all poſſible expedition. The Iſis, with the Apollo and fireſhips, were ſent up to New York: and ſuch ſtores were ordered from that place, as were neceſſary for repairing the ſhips that remained at Sandy Hook. On the 18th of Auguſt, the Experiment was ſent out, to endeavour to obtain information of the ſtate of the garriſon at Rhode Iſland; her Captain, Sir James Wallace, being well acquainted with that harbour and the adjacent coaſt. The Ariel and Galatea were alſo ſent to cruize; the one to the ſouthward, the other to the northward.

The eſſential repairs requiſite for ſo many ſhips, unavoidably employed ſeveral days; during which time, Lord Howe received information, that the French ſquadron had returned to Rhode Iſland. On the 23d, the Experiment was chaced into Long Iſland Sound by three of their large ſhips; and returned to the Hook by New York, through Hell-gate. She was the firſt two-decker that ever attempted that dangerous paſſage. The accounts of the return of the French fleet to Rhode Iſland, were confirmed by the Venus and Galatea frigates. The Captain of the latter reported, that he had ſeen eleven ſail of the line, including the two diſmaſted ſhips, at anchor off the harbour of Newport on the evening of the 20th, and that he had left them in the ſame ſituation on the next day. This intelligence made Lord Howe extremely anxious to get to ſea: and while he was waiting the tides to begin croſſing the bar, the repairs of the diſabled ſhips, except the Iſis and Apollo, being nearly completed, Lieutenant Stanhope arrived from Rhode Iſland, with diſpatches

* He paſſed unperceived through the body of the French fleet; and coaſting along the outward ſhore of Long Iſland, met with ſo heavy a ſea as expoſed his boat to be ſwamped every inſtant.

diſpatches from Sir Robert Pigot. He ſtated, that the rebels had now advanced their batteries within fifteen hundred yards of the Britiſh works; but that although Sir Robert was under no apprehenſions from any attempt which they could make on his front, if the French fleet, which had lately returned, ſhould re-enter the harbour, it would make an alarming change in his ſituation. According to the original plan agreed upon between the rebels and the French, troops might be landed at Brenton's-neck, and advance upon his rear; on which event, very fatal conſequences might enſue. Every thing being now ready, Lord Howe croſſed the bar, and was in the ſame night joined by the Experiment and fireſhips from New York, and by a number of volunteers for the Monmouth.* On the morning of the 25th he ſailed for Rhode Iſland.

A ſtrong reinforcement of troops, under the command of Sir Henry Clinton, were alſo embarked at New York, and ready to proceed, by Long Iſland Sound, for the relief of the beſieged at Newport. Lord Howe was to favour their approach, by endeavouring to draw off the French fleet, and bring them to action: but he was met at ſea by the Galatea, with diſpatches from Sir Robert Pigot, informing him, that M. d'Eſtaing had, in the night between the 21ſt and 22d, ſailed with the fleet under his command, from his anchorage off Judith Point, and ſteered for Boſton. He therefore detached the Nautilus, Sphynx, and Vigilant gallies, to Rhode Iſland, and ſtood on with the ſquadron in queſt of the enemy. As it was not probable, that they would attempt to navigate their large ſhips, in their diſabled ſtate, through the ſouth channel, within St. George's Bank, Lord Howe entertained ſome hope, that by following that courſe, he might intercept them on their approach to Boſton bay. In this hope he was confirmed by the Commander of the Reſiſtance rebel privateer, which had been

* This ſhip had arrived on the 18th of Auguſt. She was one of Vice-Admiral Byron's ſquadron, from which ſhe had parted on the 4th of July; and had been much diſabled in her maſts, by the boiſterous weather which ſhe had encountered on her voyage.

taken by the ſquadron on the 28th. He had been ſent that day from Boſton to look out for the French fleet, and to pilot them into Nantaſket road; but as he had ſailed down the channel, and ſeen nothing of them, he ſuppoſed they had ſteered round the bank.

Leaving Lord Howe in ſearch of the French fleet, we ſhall turn our attention once more to the operations at Rhode Iſland.

The troops lay on their arms during the night, on the ground they had gained. Directions were given for bringing up the camp equipage and artillery, and other preparations made for driving the rebels from their redoubts; but by means of a great number of boats, they retreated, in the night of the 30th, acroſs Briſtol and Howland ferry, reſigning back to the Britiſh troops, the entire poſſeſſion of Rhode Iſland.

During theſe tedious and fatiguing operations, the behaviour of the officers and men, under Sir Robert Pigot's command, gave him the greateſt ſatisfaction; and in his public letter, he beſtowed on them the higheſt encomiums. He particularly commended Generals Loſberg and Smith; Colonel de Voit, Lieutenant-Colonel Campbell of the 22d, and Lieutenant-Colonel Marſh of the 43d regiments. Captains Trench and Coore of the 54th regiment, Captain Barry of the 52d regiment, who was a volunteer on this occaſion, and Captains Malfsburg and Noltenius of the chaſſeurs; the officers and men of the royal regiment of artillery; and Captain Briſbane, and all the Captains, other officers, and men of the navy, by whom, the General ſaid, he was enabled to man the different batteries, with their moſt experienced officers and beſt men, who by their example and conſtant attention, contributed much to the ſupport of the defences; alſo, the marine corps. Nor can I conclude, ſaid Sir Robert, without expreſſing my ſincere acknowledgments to every officer and ſoldier under my command, and to the ſeveral departments, for their unwearied exertions to counteract ſo many difficulties.

The rebels attributed the miſcarriage of this enterpriſe entirely

ly to their being deſerted by M. d'Eſtaing. He had returned before Rhode Iſland on the 20th of September: and at ſeven in the evening of that day, Generals Green and M. de la Fayette went on board his ſhip, to conſult with him on the meaſures proper to be purſued for enſuring ſucceſs to the enterpriſe in which they were engaged. They urged M. de Eſtaing to return with his fleet into Newport harbour. He was apparently inclined to comply with their requeſt; but all his Captains and principal officers were unfriendly to him. Being a land officer they deemed it an affront to their underſtandings, and a piece of injuſtice done to their merits and ſervices, that he ſhould have been promoted over their heads. They therefore croſſed him in every meaſure, that ſeemed to open to him any proſpect of reputation; in order, if poſſible, to bring him into diſgrace. His inſtructions from the Court of France were, to go to Boſton, if the fleet ſhould meet with any misfortune; or if, as was expected, a ſuperior Britiſh fleet ſhould appear. All the officers inſiſted upon his following his inſtructions, and entered into a formal proteſt againſt his proſecuting the expedition any farther. On the 21ſt, Green and Fayette returned to the rebel camp, and made a report of what had paſſed. The next day letters were ſent on board the Languedoc, from Generals Sullivan and Handcock; as alſo a proteſt, dated Camp before Newport, and ſigned by all the rebel Generals, againſt the Count's proceeding to Boſton with the fleet under his command.* This was a ſort of treatment to which M. d'Eſtaing had not been accuſtomed, and their violent remonſtrances had not the effect which they vainly hoped they would produce: ſo far from complying with their requeſts, he returned a very ſpirited anſwer to the rebel Generals proteſt, and immediately ſailed with his ſquadron for Boſton. The French fleet had ſuffered conſiderable damage in the ſtorm, beſides what a few of his ſhips had ſuſtained, in the partial actions they had with ſome of Lord Howe's ſquadron. On their return from the ſouthward to Rhode Iſland, they fell in with

* Gordon's Hiſtory of the American Revolution, vol. iii. page 162.

and took his Majeſty's ſloop Senegal, and Thunder bombketch.

When he reached Boſton he was much diſappointed, at finding neither proviſions nor water ready for his ſhips: and when he wrote to Congreſs, explaining his conduct, he ſaid, that it aroſe entirely from his inſtructions obliging him to attend to the ſituation of his ſquadron, and the advices of a ſuperior naval force from Europe, and from his ignorance of what had become of Lord Howe's fleet. He alſo complained bitterly of the want of proviſions and water, and of the proteſt of their Generals at Rhode Iſland.

On account of his retreat from Rhode Iſland, he was extremely unpopular at Boſton. The mob inſulted the French on ſeveral occaſions, and frequently came to blows: ſuch was their inveteracy, that the civil magiſtrates were ſometimes obliged to interpoſe their authority, to put a ſtop to the diſorders to which it gave riſe. The retreat of M. d'Eſtaing from Newport, ſo effectually damped the reſolution of many of the volunteers, that immediately on that event, they returned in multitudes to their homes; and the rebel Generals employed againſt Rhode Iſland reſolved, in a Council of War, to raiſe the ſiege of Newport; to draw off the forces to the north end of the iſland; to fortify a camp there, for ſecuring a communication with the main; and to continue in it, until it ſhould be known whether or not the French fleet would ſpeedily return to their aſſiſtance. The Marquis de la Fayette, at the requeſt of the general officers, went to Boſton to ſolicit M. d'Eſtaing to return with the fleet. The Count, however, would not conſent to that meaſure; but made a ſpirited offer, of leading in perſon the troops under his command from Boſton, to cooperate with the rebels againſt Rhode Iſland. M. de la Fayette poſted back with this anſwer: and on receiving it, the enemy reſolved to abandon the enterpriſe.

Whilſt the Britiſh fleet were repairing their damages at Sandy Hook and New York, Sir Henry Clinton had provided tranſports for the firſt battalion of light-infantry, the firſt battalion of grenadiers, and the third and fourth brigades, amounting

amounting almoſt to four thouſand men, the command of whom he gave to Major-General Grey; with orders that as ſoon as Lord Howe had ſailed, theſe troops ſhould embark, and proceed by the way of the Sound, where they were to meet ſome frigates; and that they ſhould be in readineſs to join his Lordſhip at the eaſt end of Long Iſland, and to act in concert with him, as circumſtances might require. On the 27th of Auguſt, when this expedition was about to be put in motion, he received a letter from Lord Howe, incloſing one from Major-General Sir Robert Pigot, by which he was informed, that the French fleet had quitted the iſland; but that the rebels were ſtill there in great force. On receiving this intelligence, Sir Henry Clinton judged it expedient to ſail immediately to the relief of Rhode Iſland; but was detained by contrary winds until the 31ſt. Finding, on his arrival there, that the enemy had raiſed the ſiege, and retired to the continent, he reſolved to proceed againſt New London, a town remarkable for fitting out a number of privateers; but when he was approaching that place, the wind became unfavourable, and continued ſo for twenty-four hours. He therefore quitted the fleet, and directed Major-General Grey to proceed to Bedford, another noted port for privateers, where there were, at that time, a number of captured ſhips.

General Grey accordingly ſailed with the troops, eſcorted by the Carysfort frigate, and appeared off Bedford on the 5th of September, about ſix in the evening, when, by the aſſiſtance of the ſhips of war, the forces were ſpeedily landed. The ſurpriſe was very complete, the enemy having only a few hours notice of their approach; and the object of the expedition was attained, and all the troops re-embarked by noon on the 6th. The ſtores depoſited at Bedford, which were of great value, together with ſeventy privateers and ſhips, many of which had rich cargoes on board and were ready for ſailing, were burnt. The only battery which the rebels had, was on the Fairhaven ſide of Accuſhnet river, it was an incloſed fort, with eleven pieces of cannon. They abandoned it, the guns were demoliſh-

ed, and the magazine blown up. General Grey was highly pleaſed with the conduct of the troops under his command. The ſpirit, zeal, and activity, which they diſplayed; but above all, their ſtrict diſcipline and ſobriety, in the midſt of great temptation, merited high approbation. The loſs ſuſtained was only ſix men wounded, one of whom died the next day. As the wind was not favourable for the ſailing of the fleet on the 6th and 7th, they were able only to haul a little farther from the ſhore. Advantage, however, was taken of this delay, by burning a large privateer ſhip which the rebels had on the ſtocks, and by ſending a ſmall armament of boats, eſcorted by two gallies, to deſtroy two or three veſſels, which being at anchor in the ſtream, the troops had not been able to ſet on fire. The fleet ſailed on the 8th; but, from the many difficulties which occur in paſſing out of Buzzard's Bay into the Vineyard Sound, through Quickſe's-hole, and from the head winds which prevailed, it did not reach Holme's-hole harbour, in the iſland of Martha's Vineyard, until the 10th. The tranſports with the light-infantry, grenadiers, and 33d regiment, were anchored without the harbour, becauſe General Grey had a view of employing thoſe corps on a particular ſervice, whilſt the buſineſs of collecting cattle ſhould be going on upon the iſland; but contrary winds obliged him to relinquiſh his deſigns.

No ſooner did the fleet arrive off the harbour, than the inhabitants ſent perſons on board to aſk the General's intentions with reſpect to them. He immediately required, that they ſhould deliver to him the arms of the militia, the public money, three hundred oxen, and ten thouſand ſheep; the two laſt articles being exactly what they had made a tender of to Congreſs, for the uſe of their troops. They promiſed to ſend him all theſe articles, without delay; but he afterwards found it neceſſary to order ſmall detachments into the iſland, and to detain the deputed inhabitants, in order to accelerate their compliance with his demands.

On the 12th, ſome veſſels from Rhode Iſland joined the fleet;

on

on board of which ſix thouſand ſheep, and one hundred and thirty cattle, were embarked. The 13th and 14th were employed in embarking cattle on board the tranſports from New York; in deſtroying ſome ſalt-works; in burning or taking what veſſels and boats could be found in the neighbouring creeks and inlets; and in receiving the arms of the militia.* On the 15th, the fleet ſailed for New York.

We ſhall now turn our attention to the proceedings of the fleet under the command of Lord Howe. It was the 30th before his Lordſhip was able to enter Boſton bay; when his moſt advanced ſhips immediately made the ſignal for ſeeing the French ſquadron, which had arrived only a ſhort time before him, at anchor there. He intended, next morning, to have taken a view of their poſition, with a deſign to attack them, if that could be done with any proſpect of ſucceſs; but was prevented from executing this plan, by a misfortune which befel the St. Albans. In the night, when putting in ſtays, ſhe had got aſhore near the point of Cape Cod, where the great depth of water, adjacent to the beach, afforded little previous notice of her danger. The weather proving temperate, ſhe was got afloat again before the following night, without apparent damage, or any loſs, except her two bower anchors, which it had been found neceſſary to cut away for lightening her. Being dropped cloſe to the ſhore, it was impoſſible to recover them, during the ſhort time the ſquadron remained there.

The ſtores and other furniture, that had been taken out of the St. Albans for relieving the ſhip, being replaced next morning, his Lordſhip proceeded with his ſquadron, with the wind in the ſouth-weſt quarter, towards Boſton; and arrived off the entrance of the port in the evening of the firſt of September.

The appearance of the Britiſh fleet, on the 30th of Auguſt, had cauſed great conſternation not only in Boſton, but alſo in the adjacent country. From that time to the 1ſt of September, great numbers of people were employed in ſtrengthening the

* See Note 93.

the defences of the place, eſpecially towards the ſea; and the French ſquadron removed higher up the harbour, where they were covered by the works which had been erected on the ſeveral points of the ſhore, adjacent to the ground where they anchored. Lord Howe being of opinion, that the French meant to remain for ſome time at Boſton, and deeming any attempt to attack them, in their preſent poſition, inexpedient and hazardous, reſolved to return to the ſouthward, to co-operate with Sir Robert Pigot, and to afford him all the aſſiſtance in his power. He accordingly ſailed, in the morning of the ſecond of September, from the Boſton coaſt, and on the 4th arrived off Rhode Iſland; where he was informed, that the rebels had raiſed the ſiege of Newport, and that, on the 30th of Auguſt, they had made good their retreat to the continent.

He was joined while here, by the armament under the command of Major-General Grey, whoſe operations he intended to have covered, until the troops ſhould return up Long Iſland Sound: but the wind changing to the eaſtward in the morning of the 9th, and the appearance of the weather becoming very unfavourable, he ſtood out to ſea, to preſerve his ſquadron from the hazardous intricacies of the navigation on that part of the coaſt. Previous to this, he had detached Commodore Hotham to Rhode Iſland, with the Centurion, Preſton, and St. Albans, to take off the ſeamen and naval ſtores landed from the frigates which were deſtroyed there, when the French fleet had entered the harbour. The crew of the Monmouth becoming very ſickly, that ſhip was ordered to proceed with all expedition to New York. His Lordſhip, with his ſquadron, arrived at Sandy Hook on the 11th of September.

No part of the ſervice had been neglected by Lord Howe. As ſoon as he was informed, that Halifax was the rendezvous of Vice-Admiral Byron and his fleet, he had ordered frigates to be ſtationed in the latitudes in which they were moſt likely to fall in with him, for the purpoſe of giving him all the information that he might be deſirous of obtaining. Until the arrival

arrival of the Cornwall, his Lordſhip knew not that the rendezvous of that ill-fated ſquadron, had been changed from Halifax to Sandy Hook; but immediately on receiving this information, he ſtationed ſeveral veſſels from fifteen to thirty leagues ſouth-eaſt from Sandy Hook, for the expreſs purpoſe of meeting with them. The Senegal, which was one of theſe ſhips, had the misfortune to be taken by the French ſquadron, on its return back from the Delaware to Rhode Iſland. The Vice-Admiral, on his return to Sandy Hook, found Rear-Admiral Parker, and ſix ſail of the line* of Vice-Admiral Byron's ſquadron, which had arrived there on the 29th, with their crews much exhauſted by a diſaſtrous voyage, and their rigging in a very ſhattered condition.

Lord Howe, having done every thing in his power for the benefit of his country, reſolved, for the recovery of his health, to avail himſelf of his Majeſty's permiſſion to return to England. By a happy mixture of prudent and bold meaſures; by a ſeries of manœuvres, which naval tactics were ſcarcely thought capable of exhibiting; by an indefatigable zeal, and an ardent attention to take advantage of every occurrence; by an unconquerable and perſevering ſpirit, with which his example inſpired every officer and ſeaman under his command; he ſaved his country from diſgrace, and perhaps from ruin. While the annals of Britain are read, they will recal to memory his important ſervices: and his fame muſt appear with uncommon luſtre, while it is recollected, that, with forces far inferior in ſtrength to thoſe of his opponents, he defeated all the great deſigns of an active and enterpriſing enemy; protected the army and fleet of tranſports at New York; raiſed the ſiege of Rhode Iſland; and compelled the French ſquadron to ſeek an aſylum in the harbour of Boſton, from which their ſhattered condition rendered them long unable to depart. On the 25th of September, he reſigned the command of the fleet to Rear-Admiral Gambier; and, moſt juſtly admired and regretted by the whole army and navy, ſailed for England: and fortunately

* Royal Oak, Conqueror, Fame, Sultan, Bedford, and Crafton.

nately arrived safe at St. Helen's on the 26th of October.†

On the 26th of September, Vice-Admiral Byron, in the Princess Royal, arrived at Sandy Hook from Halifax; brought with him the Culloden, Diamond, and two sloops, and was soon after joined by the Albion. These were all the ships of this squadron, that ever reached their rendezvous in America. So unfortunate had it been, that besides the damages sustained by the Cornwall and Monmouth, the Grafton and Bedford had their main-masts sprung; the Royal Oak her top-masts, and the Sultan her main-mast in two places: she also lost all her top-masts, and the Albion lost her main-mast and all her top-masts. The Russell sustained so much damage, that she was obliged to bear away for Lisbon, and to sail from that for England. The Invincible, Commodore Evans, after being nearly wrecked on Nantucket shoals, was forced to steer for St. John's in Newfoundland, where she arrived in a very crippled state. As soon as she was refitted, she proceeded for England, along with the Guadaloupe, which had likewise put into that port.

When General Grey returned with the troops under his command to New York, Sir Henry Clinton proposed to take a forward position with the army, in order to procure a supply of forage, to observe the motions of the rebel army, and to favour an expedition intended against Egg harbour in East Jersey, where the enemy had a number of privateers, and considerable salt-works.

Accordingly, on the 22d of September, Lord Cornwallis, with a considerable corps, took a position between Newbridge, on

† On the 22d of October, about seven in the morning, in the chops of the British Channel, his Lordship fell in with three French ships of the line, being part of a squadron commanded by M. de la Mothe Piquet. By that happy presence of mind which never forsook him in the greatest dangers, he ordered a press of sail to be immediately set, by which means the Eagle obtained so great a distance, by the time she was discovered by the Commodore, and ships ordered in chace, that although they made the greatest efforts to come up with her, they had gained but little ground when it became dark; and she escaped by changing her course in the night.

on Hackinſack river in Jerſey, and Hudſon's river; and at the ſame time, Lieutenant-General Knyphauſen, with another ſtrong corps, took a poſition between Wepperham, on Hudſon's river, and the Brunx. Thus ſituated, it was in the power of General Clinton, by the aſſiſtance of the navy and the flat-boats, to form a junction of theſe two corps, on either ſide of Hudſon's river, in twenty-four hours; while, as his Majeſty's forces were maſters of the navigation of that river as high as the Highlands, General Waſhington could not aſſemble the army under his command in ten days. To have done this in Jerſey, he muſt have deſcended from his mountains, and riſked a general action, in a country little favourable to his plan of operations. By this movement, the provinces of Jerſey and New York were opened, and the General obtained a very conſiderable ſupply of proviſions. Lord Cornwallis having received intelligence, that a large body of militia, and Colonel Baylor's regiment of light dragoons, were aſſembled in the neighbourhood of Taapan, in order to interrupt his foraging parties, a plan was formed, on the evening of the 27th, for ſurpriſing them. Three deſerters from the right column alarmed the militia, who were poſted near New Taapan, by which means they made their eſcape: but the left column, commanded by Major-General Grey, was ſo fortunate as not to be diſcovered. The Major-General conducted his march with ſo much order and ſilence, and made ſo good a diſpoſition to ſurround the village of Old Taapan, where the regiment of dragoons lay, that they were completely ſurpriſed, and very few of them eſcaped being either killed or taken. He likewiſe fell in with a party of rebel militia, and immediately diſperſed them, killing ſome and making others priſoners. The whole loſs, on the part of the King's forces, was one man of the ſecond battalion of light-infantry; which corps had the principal ſhare in the action, in which it behaved with ſpirit and alacrity.

The expedition mentioned, as intended againſt Egg harbour, was a conjunct one. The command of the troops employed in it, was conferred on Captain Ferguſon of the 70th regiment;

ment; and that of the naval part, which conſiſted of his Majeſty's ſloops Zebra, Vigilant, and Nautilus, ſome gallies, and ſmall armed veſſels of little draught of water, was given to Captain Henry Collins. From the ſize of war ſhips and veſſels employed on this ſervice, the rebel ſpies gave information, that their ſuſpicions led them to conjecture, that it was deſigned againſt ſome of the ſmall poſts in the neighbourhood; upon this, notice had been conveyed to all the places coming within this deſcription, to put them on their guard. By theſe means three privateers, carrying each from ſix to eight guns, and a pilot, effected their eſcape, before the armament got off the port. The troops being embarked at Staten Iſland, and every thing in readineſs, Captain Collins put to ſea, on the evening of the 30th of September, with the wind at north; but it changed next day to the ſouthward, and blew ſo ſtrong, that it was the afternoon of the 5th of October, before he arrived off the entrance of Little Egg harbour. The tide proving favourable, he ordered the Halifax brig, together with the Dependence and Cornwallis gallies, to enter it, and to take ſuch a poſition as might prevent the eſcape of any of the rebels veſſels: but it was the evening of the 7th, before the weather would permit the reſt of the fleet to follow them. As from all the intelligence obtained, it appeared certain, that the enemy had received notice of their intentions ſome days previous to their arrival, Captains Collins and Ferguſon reſolved not to loſe a moment's time, but to proceed up the river, with ſuch force as they could muſter, and endeavour to execute their orders. Having, to leſſen their draught of water, taken every thing that could be ſpared out of the gallies and armed veſſels, as many troops as they could convey were embarked in them; the reſt were put on board the flat-boats and gun-boats, and at day-break, in the morning of the 8th, the whole proceeded up the river. Their progreſs was attended with great difficulties, owing to the extreme ſhoalneſs of the water, and the want of pilots. The Granby and Greenwich armed ſloops grounded off Mincock iſland, and could not be got off. The reſt however

ever proceeded up with the gallies, and the Nautilus's and Experiment's tenders; and, about four in the afternoon, came nearly oppoſite to Cheſnut-neck, where the rebels had ſeveral veſſels and about a dozen of ſtorehouſes. At this place they had erected a work, with embraſures for ſix guns, on a level with the water, to guard the channel; and another upon a commanding eminence, with a platform for guns *en barbette*: in which it afterwards appeared, that they had not placed any artillery.

The banks of the river below the works were ſo ſwampy, that it was neceſſary for the boats with the troops to paſs within muſquet ſhot, in order to land beyond them. Captain Collins had previouſly advanced with the gallies to cover the landing of the military. As he came very cloſe to the enemy's works, and as the guns of the gallies were remarkably well pointed, the fire of the rebels was effectually ſtifled; and the King's forces getting on ſhore with eaſe, ſoon drove into the woods the ſkulking banditti who oppoſed them.

During that evening and next morning, the ſeamen were employed in deſtroying ten veſſels, (moſt of them prizes) which were found at and near that place; while the military were no leſs buſy in razing all the ſtorehouſes there, and in the neighbourhood, together with three conſiderable ſalt-works. If there had been ſufficient time for it, it was their intention to have puſhed as high as the Forks, about twelve miles further up the river, in order to have deſtroyed ſome ſhips and privateers which, by the information they had received, were lying there; but conſidering that their force was ſmall, and that the country was already alarmed, they judged it prudent to embark, and return down the river, having firſt demoliſhed the battery. The tide ſerving about noon the next day, they accordingly fell down the river, and in the evening, anchored cloſe to the Granby and Greenwich armed ſloops, which were ſtill aground. By taking every thing out of them, they floated the next morning. While the ſeamen were employed on this ſervice, Captain Ferguſon made an excurſion on the north ſhore; and after deſtroying

ſtroying a large ſalt-work and ſome ſtorehouſes, on the morning of the 9th, rejoined the ſhips.

The fleet was detained in the harbour ſome days by croſs winds: and, on the 12th, a Captain, a ſerjeant, and ſix men of Polaſki's* legion deſerted to them, and informed Captain Ferguſon, that he had cantoned his corps, conſiſting of three companies of foot and three troops of horſe, a detachment of artillery, and one braſs field-piece, within a mile of a bridge. It appeared eaſy to the Captain to ſeize this bridge, and to retreat from it. He accordingly brought Captain Collins to enter into his deſigns: and both agreed to employ an idle day in making an attempt, the ſafety of which they did not doubt, and the ſucceſs of which ſeemed highly probable. For this purpoſe, a detachment of two hundred and fifty men were embarked on the evening of the 14th; and after rowing ten miles, were landed at four o'clock in the morning of the 15th, within a mile of the defile, which Captain Ferguſon happily ſecured. Leaving fifty men for its defence, he puſhed forward upon the infantry of Polaſki's legion, who were cantoned in three different houſes, and almoſt entirely cut them to pieces. His troops numbered fifty of the enemy killed, and ſeveral officers; among whom, as they afterwards learned, there was a Lieutenant-Colonel,† a Captain, and an Adjutant. It being a night attack, little quarter could be given; ſo that they made only five priſoners. Captain Ferguſon did not judge it prudent to puſh his ſucceſs any farther; but, as ſoon as the ſervice was performed, retreated to his boats, and embarked in ſecurity. The Captain, who deſerted from Polaſki's corps, was a Frenchman of the name of Bromville: and he informed Captain Ferguſon, that Mr. Polaſki had lately, in public orders, directed no quarter to be given. Captain Ferguſon juſtly obſerves, "that "it was with particular ſatisfaction, that the detachment march-"ed againſt a man capable of iſſuing an order ſo unworthy of "a gentle-

* Polaſki was one of the infamous miſcreants who attempted to aſſaſſinate the King of Poland.

† Baco de Boſe.

"a gentleman and a ſoldier." What a contraſt there is, between Polaſki and the humane Ferguſon, who commanded on this enterpriſe? In his letter to Sir Henry Clinton, he ſays, "We had an opportunity of deſtroying part of the baggage and "equipage of Polaſki's legion, by burning their quarters; but as "the houſes belonged to ſome inoffenſive Quakers, who, I am "afraid, have ſufficiently ſuffered already in conſequence of a "a night's ſcramble, I know, Sir, that you will think with "us, that the injury to be thereby done to the enemy, would "not have compenſated for the ſufferings of theſe innocent "people." Whilſt the fleet was waiting a wind to get out of this inlet, a ſmall rebel privateer appeared off the harbour's mouth, and it being calm, Captain Collins ordered the boats of the fleet to row out and board her. On their approach, her crew took to their boat and got aſhore. The veſſel mounted only ſix ſwivels, and one two pounder.

Both Captains Collins and Ferguſon were much pleaſed with the ſpirit and behaviour of the officers and men under their reſpective commands, and with the harmony which ſubſiſted between the two corps. On the 16th of October, this little armament returned to Sandy Hook.

Vice-Admiral Byron having refitted his ſhips, ſailed, on the 18th of October, from Sandy Hook for Boſton, in ſearch of M. d'Eſtaing's fleet. He had been only a few days on that ſtation, when he was overtaken by a violent ſtorm, which greatly injured his ſquadron. The Somerſet run aſhore on Cape Cod, and was wrecked; and ſeventy of her crew were drowned. The Culloden was diſmaſted; and, being driven far to the eaſtward, could not regain the American coaſt. After ſuffering ſeverely, ſhe was forced to bear away for England, and arrived in great diſtreſs at Milford Haven. The Vice-Admiral, after collecting his ſquadron as well as he could, put into Rhode Iſland to refit. In this ſtorm, the Zebra ſloop was wrecked near Egg harbour, but happily her crew were ſaved.

It may now be proper to obſerve, that though M. d'Eſtaing was at the head of a powerful fleet, belonging to the principal

ally of the rebellious provinces in North America; and though he was ſent on purpoſe to promote their intereſts and to ſecond their efforts, he had little reaſon to be pleaſed with the treatment which both he and his people received at Boſton. From the above conſiderations, it is natural to ſuppoſe, that in order to prepoſſeſs that nation in their favour, every thing would have been done, to have rendered the time which the ſquadron of their good ally ſpent at Boſton, as agreeable to the French as poſſible. This was done by the higher claſſes of people; but the reverſe was the conduct of the lower orders. Being of a ſour, moroſe, and ſullen temper, they had conceived a diſlike to the French, from the time when M. d'Eſtaing had left their army in the lurch at Rhode Iſland: and this revived all their former national prejudices, which a difference of religion, language, and manners, had for ages engendered. Violent affrays enſued, in which the French were roughly handled. The Governor and Magiſtrates did all that they could, to put a ſtop to theſe contentions; but although a large ſum was offered by the ſtate, for diſcovering the authors of ſuch ſcandalous proceedings, they were never detected. To get rid of the buſineſs, M. d'Eſtaing was glad to accept of the endeavours of the Magiſtrates, as an apology and ſatisfaction for what had happened. But this was not the only vexation which he ſuffered, while at Boſton. He was for ſome time in dread, that he ſhould not be able to proceed to the Weſt Indies, for want of a proper ſupply of proviſions. The province of Maſſachuſet's Bay does not produce wheat ſufficient for the conſumption of its inhabitants: and owing to the accidents, which had interrupted in their paſſage their ſupplies from the ſouth, together with ſome local cauſes, proviſions of all ſorts were at that time ſo ſcarce and dear in Boſton and its environs, as nearly to threaten a famine. Out of this diſagreeable dilemma, M. d'Eſtaing was moſt unexpectedly extricated. The ſucceſs of the New England privateers, in capturing a number of proviſion ſhips on their voyage from Europe to New York, happened at this period to be uncommonly great; and thoſe veſſels

were

were carried into Boſton, where their cargoes not only abundantly ſupplied the wants of the French fleet, but furniſhed ſuch an overplus, as was ſufficient to reduce the rates of the markets to ſomething near their uſual ſtandard. This ſupply was matter of great triumph to the rebels, eſpecially to the Boſtonians, who longed to be rid of their new allies and gueſts. Thus, by the ſucceſs of a few privateers, was M. d'Eſtaing enabled to quit Boſton, and to follow up his inſtructions in the Weſt Indies, with his fleet thoroughly repaired, and his ſailors in perfect health. Having publiſhed an addreſs to the Canadians, inviting them to join the colonies who had ſhaken off their dependence on Great Britain, and aſſuring them of aſſiſtance; and being unwilling to encounter the ſquadron of Admiral Byron, which he had heard was at Newport, he accordingly ſailed on the 4th of November, for the place of his deſtination. The ſame day Commodore Hotham, with a ſquadron of ſhips of war,* eſcorting a fleet of tranſports in which their were five thouſand men, under the command of Major-General Grant, ſailed from Staten Iſland for the Iſland of Barbadoes.†

On the 27th of November, a body of land forces,‡ under Colonel Archibald Campbell, eſcorted by ſome ſhips of war, commanded by Captain Hyde Parker, ſailed from New York, againſt Savannah in Georgia. This laſt armament, after a ſeries of bad weather, arrived off Tybee the 23d of December. A ſtrong current having ſet the fleet to the ſouthward, it was the 24th before the Commodore, with ſome part of the fleet, got into Savannah river; but it was the 27th, before the Vigilant and the remainder could reach it. Though this re-

* Nonſuch and St. Albans, ſixty-four; Preſton, Iſis, and Centurion, fifty; Venus, thirty-ſix; Diamond, thirty-two; and Carysfort, twenty-eight guns.

† The 4th, 5th, 15th, 27th, 28th, 35th, 40th, 46th, 49th, and 55th regiments, and two companies of artillery.

‡ 71ſt regiment of two battalions; two battalions of Heſſians, viz. Wellworth and Wiſſenbach; four battalions of Provincials, viz. 1ſt and 2d battalions of De Lancey's corps; New York volunteers, and the 4th battalion of Skinner's corps, with a detachment of the royal artillery.

tarded the operations of the army, an eſſential ſervice was in the mean time performed. Neither the Commodore or Colonel Campbell having any certain intelligence, with reſpect to the military force of the rebels in Georgia, or the diſpoſition made by them for its defence; Sir James Baird, with a company of light-infantry, in two flat-boats, and Lieutenant Clark of the Phœnix, were diſpatched, on the night of the 25th, to ſeize any of the inhabitants they might find on the banks of Wilmington creek. They ſucceeded in taking two men, who gave ſuch a ſatisfactory ſtate of matters, that the Commanders determined to land the troops next morning, at the plantation of one Gerridoe, an important poſt, about twelve miles higher up the river than the light-houſe of Tybee, and, in a direct line, two miles ſhort of the town of Savannah, although the diſtance was not leſs than three miles along the road. This ſpot was the neareſt practicable landing place on the Savannah river, the whole country between it and Tybee being a continued tract of deep marſh, interſected by the creeks of St. Auguſtine and Tybee of conſiderable extent, and by other cuts of water, impaſſable for troops at any time of the tide. Colonel Campbell having made all the neceſſary arrangements, and formed, from the provincial battalions, two corps of light-infantry, the one to be attached to Sir James Baird's company of light-infantry of the 71ſt highlanders, and the other to Captain Cameron's company of the ſame regiment; the Vigilant man of war, with the Comet galley, the Keppel armed brig, and the Greenwich armed ſloop, followed by the tranſports in three diviſions, proceeded up the river with the tide, about noon on the 28th. About four in the evening, the Vigilant opened the reach of Gerridoe's plantation, and was cannonaded by two rebel gallies, which retired before ſhe came ſo near as that any of their bullets could reach her. A ſingle ſhot from the Vigilant quickened their retreat.

The tide being low, the evening too far ſpent, and many of the tranſports grounded, at the diſtance of five or ſix miles below Gerridoe's plantation, the reſt came to an anchor: and

as

as there were reaſons to believe, that the rebels were drawn up in force to oppoſe the landing of the troops, it was agreed to delay it, till the next morning at day-break. Captain Stanhope of the navy, who was charged with the direction of the flat-boats, diſplayed the greateſt activity and zeal for promoting the public ſervice. The firſt diviſion of the troops, conſiſting of all the light-infantry, the New York volunteers, and the 1ſt battalion of the 71ſt regiment, under the command of the Honourable Lieutenant-Colonel Maitland, were embarked in flat-boats, rendezvouſed aſtern of the Vigilant, and landed at day-break on the 29th on the river dam, in front of the plantation. From this ſpot, a narrow cauſeway, ſix hundred yards in length, with a ditch on each ſide, led through a rice ſwamp directly to Gerridoe's houſe, which ſtood upon a bluff thirty feet high, above the level of the ſwamps.

The light-infantry, under Captain Cameron, having firſt reached the ſhore, immediately formed, and were by him led on briſkly to the bluff, where a body of fifty rebels were poſted. From theſe, they received a ſmart fire of muſquetry; but the Highlanders, ruſhing on with their uſual impetuoſity, gave them no time to repeat it. They drove them inſtantly from their poſt into the wood, and by this means ſecured an unoppoſed landing to the reſt of the army. The fire of the rebels was unfortunately too well directed, for by it, the gallant Captain Cameron and two highlanders were killed, and five wounded.

Colonel Campbell, upon reconnoitring the environs of Gerridoe's plantation, diſcovered the rebel army, under Major-General Robert Howe, drawn up about half a mile to the eaſt of the town of Savannah. Although the whole of his army was not yet landed, having ſecured the landing-place, and diſregarding their ſuperiority of numbers, he judged it expedient, rather to go in queſt of the enemy, than to give them an opportunity of retiring unmoleſted. The light-infantry threw off their packs, that they might act with the greater freedom and alacrity: and the Colonel, having made a moſt excellent diſ-

poſition of his troops, began his march towards the town of Savannah. Having reached the open ground about three in the afternoon, he ordered the troops to halt, in order to give him an opportunity of viewing the poſition of the rebel army, and of taking his meaſures accordingly. He found them drawn up acroſs the road, about eight hundred yards diſtant from the gateway of Governor Wright's plantation; their left oblique to the great road leading to Savannah; their right to a wooded ſwamp, covered by the houſes of Tatnal's plantation, in which they had placed ſome riflemen. The fort of Savannah bluff was behind their left wing: and the town of Savannah, round which there were ſome remains of an old line of intrenchment, covered their rear. One piece of cannon was planted on the right of their line, one on the left, and three in the centre. About a hundred paces in front of theſe laſt, at a critical ſpot between two ſwamps, a trench was cut acroſs the road: and a hundred yards in front of this trench, a marſhy rivulet, the bridge of which was burnt down to interrupt the paſſage and retard the march of the King's troops, ran almoſt parallel to the whole extent of their front. In this ſtrong ſituation, the rebels thought themſelves quite certain of victory. As they had ſecured both their flanks, and as their front was of ſo difficult approach, and ſo well protected by their cannon, they judged that their poſition could never be forced.

Colonel Campbell, from his obſervations on the movements of the enemy, judged that they wiſhed and expected the attack to be made upon their left; and was deſirous of cheriſhing that opinion. Having by mere accident fallen in with a negro, who informed him of a private path, through the wooded ſwamp upon the enemy's right, he ordered the firſt battalion of the 71ſt regiment to form on the right of the road, and to move up to the rear of the light-infantry, whilſt he drew off that corps to the right, as if he meant to extend his front to that quarter. A happy fall of ground, favoured the concealment of this manœuvre, and increaſed the jealouſy of the rebels with regard to their left. Sir James Baird had directions to lead the

the light-infantry along this hollow ground, quite to the rear; and to penetrate the wooded ſwamp upon the left of the Britiſh army, with a view to get round by the new barracks into the rear of the enemy's right flank. The New York volunteers, under Colonel Turnbull, were ordered to ſupport him.

During the courſe of this movement, Colonel Campbell ordered his artillery to be formed in a field on the Britiſh left ſide of the road, concealed from the enemy by a ſwell of ground in front, to which he meant to run them up for action, when the ſignal to engage ſhould be made. From this poſition, he could either bring them to bear advantageouſly upon the right of the rebel line, as it was formed; or he might cannonade any body of troops in flank, which they might detach into the wood, to retard the progreſs of the light-infantry.

The regiment of Wellworth was drawn up on the left of the artillery. The enemy kept up a ſmart fire from their cannon, which luckily did little or no miſchief; and to which no return was made, until it was perceived, that Sir James Baird had fairly got round upon their rear. Colonel Campbell then ordered his line to move briſkly forward, and the artillery to play upon the rebels. Such was the effect of their fire, and of the intrepid behaviour of the 71ſt regiment, and the Heſſian battalion of Wellworth, that the enemy, unable to withſtand the ſhock, were inſtantly routed.

A rebel corps, which had been poſted at the new barracks with ſome pieces of cannon, to cover the road from Great Ogeeche, were at the ſame time routed, with the loſs of their artillery, by the light-infantry under Sir James Baird. When the ſcattered remains of the army of the inſurgents ran acroſs the plain in his front, this officer, with his uſual gallantry, daſhed his corps on their flanks, and terminated the fate of the day with the moſt brilliant ſucceſs.

Thirty-eight officers of different ranks, four hundred and fifteen non-commiſſioned officers and privates, one ſtand of colours, forty-eight pieces of cannon, twenty-three mortars, ninety-four barrels of gunpowder, the fort with all its ſtores;

in ſhort, the capital of Georgia, the ſhipping in the harbour, and a large quantity of proviſions, fell into the hands of the conquerors before it was dark. Their loſs was only one officer and two privates killed; one ſerjeant and nine privates wounded. The loſs of the enemy was more conſiderable. Eighty-three rebels were found killed on the field of battle, and eleven wounded: and by accounts received from the priſoners, thirty loſt their lives in the ſwamp endeavouring to eſcape.

The rebel army fled through the town of Savannah, and were cloſely purſued by the King's troops: and although many of the inhabitants were in the ſtreets, none of them ſuffered, but ſuch as had arms in their hands, or were found in actual reſiſtance. Colonel Campbell took proper meaſures, to prevent the enemy from executing a ſcheme which they once had in contemplation, of ſetting the town on fire. The rebels, however, removed moſt of their effects out of it: and except what their negroes might have pilfered during the courſe of the night, little or no depredation took place; perhaps leſs than ever happened to a town in ſimilar circumſtances.

Such was the activity and zeal of Colonel Campbell, aided by the indefatigable aſſiduity of Major Fraſer, acting Deputy Quarter-Maſter-General, that on the 1ſt of January, he was enabled to continue his purſuit of the rebel army, and took poſt on Cherokee-hill. Next day he marched to Ebenezer, ſecuring, as he went along, all the intermediate poſts between it and Savannah. On his march he collected a number of horſes and cattle: and on the 3d of January, the ſhattered remains of General Howe's army retreated acroſs the river at the Two Siſters. The Colonel proceeded as high as Mount Pleaſant, fifty miles from Savannah, without meeting any rebel force to oppoſe him. In all theſe operations, he was powerfully ſupported by the navy; the Commodore having detached Captain Stanhope and Lieutenant Clark, with a number of armed boats, the Comet galley, and the armed ſloop Greenwich, up the river with boats laden with proviſions and other articles for the army. In their way, they boarded and took an armed brig,

two ſloops, and a ſchooner, which had interrupted the paſſage to Abercorn; and thus happily opened the navigation of the river to that poſt. On the approach of Captain Stanhope's force, the rebels retreated to Puriſburg. In ten days time, the province of Georgia was cleared of the rebel army, except a ſmall garriſon which they had in the fort at Sunbury, which was ſoon after taken: and the Commodore and Colonel Campbell judged this a proper time for iſſuing to the people at large, a proclamation* and oath, founded on inſtructions received from his Majeſty's Commiſſioners at New York. They did this from a perſuaſion, that immediately upon beating the united forces of Carolina and Georgia out of their country, it would have the moſt happy effects upon the inhabitants. The conſequences were ſuch, as ſerved to confirm the juſtneſs of their opinion. During the time that Colonel Campbell was in purſuit of General Howe, he left Lieutenant-Colonel Alexander Innes, Commandant of Savannah; and he, in conjunction with the Commodore, regulated, much to his ſatisfaction, all the ſteps neceſſary to be taken in the lower diſtrict of the province.

The perfect harmony which ſubſiſted between the navy and army, could not fail to be extremely pleaſing to the nation in general. It was indeed regarded, as contributing in no ſmall degree to the maſterly and ſucceſsful manner, in which the Commodore and Colonel Campbell conducted their operations in Georgia.

Lieutenant-Colonel Innes was choſen, by Colonel Campbell, to be the bearer of his diſpatches to the Miniſter: and the Commodore ſelected Captain Stanhope to carry his diſpatches to the Admiralty. In his public letter to Mr. Stephens, he ſays, "I ſhould do great injuſtice to Captain Stanhope, was I "to cloſe this letter without deſiring you, Sir, to acquaint their "Lordſhips, that Captain Stanhope, although his ſloop was out "of commiſſion, made a voluntary offer of his ſervices upon "this expedition; and I with pleaſure acknowledge, that my "ſucceſs in the naval department, has been greatly owing to "his

* See Note 94.

" his abilities and knowledge of the harbour and river : and it " is, Sir, with the greateſt pleaſure that I aſſure you, that a " a moſt perfect harmony has ſubſiſted between the navy and " army, and that the officers and men have vied with each other " for the good of his Majeſty's ſervice." Both officers met with a moſt gracious reception from the King ; and a preſent of five hundred pounds was given to each of them, to buy a ſword. Captain Stanhope was, in a ſhort time, made a Poſt-Captain : and when the Commodore returned to England, his Majeſty was pleaſed to confer on him the honour of Knighthood. Colonel Campbell had ſoon the honour of being appointed one of his Majeſty's Aides-de-Camp.*

When the above expedition was firſt projected, Sir Henry Clinton deſigned to draw together ſuch a body of his Majeſty's forces to act againſt Georgia, as, in his opinion, would enſure ſucceſs to the enterpriſe. It was with this view, that Major-General Prevoſt was ordered to march from Eaſt Florida, with as many troops as could be ſpared from the defence of that province. The hardſhips of this ſmall corps during its march are, perhaps, as extraordinary as any that hiſtory records. Too much praiſe could not be given to the troops, who, for ſeveral days in ſucceſſion, were in ſuch extreme want of proviſions, as to be compelled to live only on oyſters. Reduced to this miſerable and ſcanty ſubſiſtence, at a vaſt diſtance from aid, and in a country of difficult acceſs, they underwent, not only without murmuring, but even with cheerfulneſs, the greateſt fatigues. A conviction that the General was exerting himſelf to the utmoſt to afford them relief, and the conduct of their officers, who readily ſhared in their toils, and partook of their fare, tended not a little to prevent their ſpirits from drooping, while they continued in this dreadful ſituation. The news of the arrival of the troops under Colonel Campbell gave them inexpreſſible pleaſure. Soon after that, the artillery and ammunition arrived by water, in open boats, which was the only poſſible method in which it could be conveyed. As they had no

* See Note 95.

no naval force of any kind to aſſiſt them, they were obliged to make a long circuit, to avoid the enemy's gallies; and this greatly retarded their march. By a forced march in the night, Lieutenant-Colonel Prevoſt got command at laſt of the town of Sunbury. To prevent the enemy from eſcaping, if it ſhould be their deſign to abandon the fort, he immediately broke ground before it, and in a few days got a howitzer and ſome royals to play upon it. This ſoon induced the enemy to ſurrender at diſcretion. The priſoners, including officers, amounted to two hundred and twelve: and one Captain and two men were killed, and ſix men wounded. The loſs ſuſtained by his Majeſty's troops amounted only to one private killed, and three wounded, although two rebel gallies and an armed veſſel kept conſtantly firing at the trenches, which were alſo inceſſantly cannonaded by twenty-one guns mounted in Fort Morris.* As ſoon as General Prevoſt had ſettled all matters at Sunbury, and left a garriſon in the fort, he proceeded to Savannah, and aſſumed the command of the King's forces in that diſtrict.

Vice-Admiral Byron having got his ſquadron ready for ſea, and learning that M. d'Eſtaing had ſailed from Boſton for Martinico, proceeded from Rhode Iſland, on the 13th of December, for the Weſt Indies, accompanied by Rear-Admiral Parker, with ten ſail of the line, a frigate, and a ſloop.† He left the command of the ſquadron in North America to Rear-Admiral Gambier.

When the very ſuperior force with which his Majeſty's fleet on this ſtation had to contend, during a large proportion of the ſeaſon which admits of action in this climate, is conſidered, the great ſucceſs of the cruizers in taking the enemy's veſſels is indeed a matter of ſurpriſe.

The Experiment and Unicorn, being on a cruize in Boſton bay, gave chace to a large ſail; which, after a running fight of an hour and a half, they drove aground on an iſland, where the

* See Note 96.

† Princeſs Royal, Royal Oak, Conqueror, Fame, Grafton, Cornwall, Sultan, Albion, Monmouth, and Trident; Diamond frigate, and Star ſloop.

the greateſt part of her crew got aſhore. Sir James Wallace ordered the boats to board her, and endeavour to get her off, in which attempt they ſucceeded. She proved to be the Raleigh frigate, belonging to the Congreſs, mounting thirty-two guns, and having a crew of two hundred and fifty men. On examination, this prize was found ſo good a ſhip, that ſhe was purchaſed by Government, and added to the Royal Navy by the ſame name.

A large ſhip appearing off Sandy Hook, at day-break on the 25th of July, the Pearl of thirty-two guns, commanded by Captain George Montagu, was ordered by ſignal to ſlip her cables, and go in purſuit of her; and by nine o'clock came up with the chace, and brought her to cloſe action, which laſted an hour and a half, when the enemy ſurrendered. She proved to be the Induſtry, a rebel privateer of twenty-ſix guns; and had, in this action, ſeveral men killed, and a good many wounded. On board the Pearl three men were killed, and fourteen wounded.

Beſides theſe captures, the Virginia of thirty guns was taken by the Emerald and ſome other ſhips in company, and was purchaſed into the ſervice: the Comet of ſixteen guns was taken by the Daphne; and the Angelica rebel privateer was taken, and after removing her crew, ſunk by the Andromeda on her paſſage to England. The rebels attempted to ſend to ſea the Columbus of ſixteen guns; but, not chuſing their time with judgment, ſhe was intercepted by the Maidſtone, driven aſhore on Point Judith, and burnt by the boats of the ſquadron.

Sir George Collier, in the Rainbow, beſides retaking ſome very valuable prizes from the rebels, took the Marquis de la Fayette, a large French ſhip laden with New England maſts. She was cut out of Sheep's-cut harbour by the Rainbow's tenders.

NEWFOUNDLAND STATION.

Vice-Admiral Montagu, who commanded his Majeſty's ſhips on this ſtation,* was unexpectedly reinforced by the arrival

* See Note 97.

rival of Commodore Evans in the Invincible, (one of Vice-Admiral Byron's ſquadron) in a very ſhattered ſtate, accompanied by the Guadaloupe frigate, in almoſt as bad a condition. The Commodore had been nearly wrecked on the ſhoals of Nantucket, and was forced to bear away for St. John's in the iſland of Newfoundland.

As ſoon as Vice-Admiral Montagu received certain advice of M. d'Eſtaing having commenced hoſtilities in America, he diſpatched Commodore Evans in the Romney, with the Pallas, Surprize, Martin, and Bonaviſta armed ſloop; and a detachment of the royal artillery, with two field-pieces, and two hundred marines, commanded by Major Wemyſs, to attack the iſlands of St. Fierre and Miquelon. The Commodore arrived off St. Pierre on the 14th of September; he immediately ſummoned the French Governor, the Baron de l'Eſperance, to ſurrender the iſland and its dependencies to his Britannic Majeſty, and demanded an anſwer in half an hour. The Baron, in his anſwer, ſaid, that he had no advice of a declaration of war between the two nations from his Court; and that having no force capable of making reſiſtance to the armament come againſt him, he would comply with the ſummons, on condition that he and his garriſon ſhould march out with all the honours of war. He demanded for the unfortunate inhabitants, as he called them—Firſt, That all the attention in the power of the Commodore ſhould be paid to them, and to the officers both civil and military.—2dly, That the inhabitants ſhall be allowed to take away their effects from their houſes, and alſo their fiſh; and that they ſhall be ſent to France in a ſufficient number of veſſels.—3dly, That the French ſhall enjoy their religion during the time of their remaining in the colony.—4thly, That the ſmall number of veſſels in the iſlands of St. Pierre and Miquelon ſhall continue in poſſeſſion of their reſpective proprietors.—And laſtly, that care be taken to place proper guards, in order to prevent them from being inſulted. To theſe demands the Commodore ſent the Governor an anſwer early next morning; purporting, that agreeable to his requeſt,

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the troops ſhould be permitted to march out of the town with all the honours of war; that the officers, civil and military, and the other inhabitants of the town, ſhould be allowed to remain in their reſpective houſes, until the veſſels were ready in which they were to embark for France; that they ſhould meet with no interruption in the exerciſe of their religion; and that care ſhould be taken that no inſults ſhould be offered to them. Theſe terms, however, were granted, on the expreſs condition that the Governor ſhould, upon his honour, deliver a true and faithful account of the number of the inhabitants, diſtinguiſhing their ſexes: and alſo, an account of all the ordnance, arms, ammunition, and other warlike ſtores; together with the number of fiſhing veſſels and fiſhing boats, and the quantities of fiſh, oil, and other merchandize, that were in the colony.* The number of fiſhing veſſels were as follows: ten ſhallops with ſhifting decks; twenty-two with fixed decks; one hundred and ſixty-five without decks; and eighty-two canoes. The quantity of fiſh taken, amounted to ſixteen thouſand two hundred and thirty-five quintals. There were likewiſe two hundred and one hogſheads of oil, and two hundred and twenty-four hogſheads of ſalt. The inhabitants, men, women, and children, amounting to nine hundred and thirty-two, were put on board tranſports and ſent to France. When they embarked, the Commodore ordered all the houſes, ſtorehouſes, and fiſh ſtages to be deſtroyed, and returned with his ſquadron to St. John's; ſoon after which he ſailed for England.

WEST INDIES.—LEEWARD ISLAND STATION.

Rear-Admiral Barrington ſucceeded Vice-Admiral Young, in the command of his Majeſty's ſhips on this ſtation.†

The Lords of the Admiralty having learned, that ſome rebel privateers were ſtationed in ſuch a manner, as to intercept the

* See Note 98. † See Note 99.

the trading ſhips coming from England to Barbadoes and ſome of the other iſlands, diſpatched his Majeſty's ſhip Yarmouth, commanded by Captain Vincent, firſt to drive them off, and then to eſcort the homeward-bound trade to Britain. On the 7th of March, at five in the morning, about fifty leagues to the eaſtward of Barbadoes, the Captain got ſight of ſix ſail, to which he immediately gave chace. Two of them appeared to be ſhips, three of them brigs, and one a ſchooner. Having, about nine o'clock, got up with the largeſt and headmoſt, which he hailed and deſired her to hoiſt her colours, when ſhe immediately diſplayed the American flag, and fired a broadſide at the Yarmouth. It was inſtantly returned; and after an engagement of about half an hour, the enemy's ſhip blew up. It was exceedingly fortunate, that the Yarmouth was to windward when this accident happened; for notwithſtanding her favourable ſituation, ſhe was in a manner covered with the fragments of the deſtroyed ſhip. A great piece of a top-timber, ſix feet long, fell on the poop; another large piece ſtuck in the fore-top-gallant ſail, and afterwards fell on the cap; and an American enſign rolled up, was blown in upon the forecaſtle, not ſo much as ſinged.

On the enemy's ſhip blowing up, her conſorts immediately diſperſed and ſtood different ways. Captain Vincent endeavoured to come up with ſeveral of them: but they all ſo outſailed the Yarmouth, whoſe ſails were much torn in the engagement, that they were quickly out of ſight. In the action, Captain Vincent had five men killed, and twelve wounded. On the 12th, as the Yarmouth was in chace of a ſhip, ſteering weſt, ſome of her crew diſcovered a piece of a wreck, with four men on it, waving and making ſigns to them; on which they hauled up to it, got out a boat, and brought them on board. They proved to be four men who had been in the ſhip which blew up, and who, from that time, had no means of ſubſiſtence but by ſucking the rain water that fell on a piece of blanket, which they luckily had picked up. From them it was learned, that the veſſel which blew up was the Randolph

dolph of thirty-ſix guns, and three hundred and five men, a Congreſs ſhip of war; and that the other ſhips were the General Moultrie of twenty guns, and three armed brigs, which had ſailed from Charleſtown, South Carolina, about a month before. Captain Vincent reſumed the chace of the ſhip; but found that ſhe had got too far ahead to admit of his coming up with her. Even the driving her from that ſtation was a matter of the utmoſt conſequence to the iſland of Barbadoes; and he therefore perſevered in the purſuit till eleven o'clock at night, when he loſt ſight of her.

Vice-Admiral Young had ſent the Ariadne and Ceres ſloop on the ſame ſervice in which the Yarmouth had been employed, and early in the morning of the 9th of March, they diſcovered two ſail, to which they immediately gave chace. For ſome time the two ſtranger ſhips ſhewed a diſpoſition to attack them; but were forced to relinquiſh that deſign in conſequence of the King's ſhips having brought the ſternmoſt to cloſe action about noon, when the other made off. The veſſel which engaged was ſoon compelled by the Ariadne and Ceres to ſtrike; and proved to be a rebel ſhip of war called the Alfred, belonging to Congreſs. She mounted twenty guns, nine pounders, and had on board one hundred and eighty men. Her conſort was the Raleigh of thirty-two guns. Captain Pringle uſed the utmoſt diſpatch to come up with her, and chaced her until ten o'clock the next day: but finding that he did not gain on her, and that ſhe was throwing every thing overboard to lighten her, he deſiſted from the purſuit. Theſe two rebel cruizers had come from Port l'Orient in France, where they had been fitted out, and had proceeded to this ſtation to way-lay the Britiſh convoys; but fortunately had made no prizes.

The French, who had been only waiting a favourable opportunity of throwing off the maſk, and joining the rebellious colonies againſt Great Britain, were well prepared for taking their part in the war, and ſent early intelligence to their reſpective Governors in the Weſt Indies, of hoſtilities having commenced between the two powers in Europe. At this time

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the Marquis de Bouille, an active and enterprising officer, was Governor of Martinico. He was well informed of the actual ſtate of the iſland of Dominica, and particularly of the weakneſs of its garriſon, which was wholly incompetent to man the numerous works, which had been erected at a moſt enormous expence, for the defence of the place. Senſible of its great importance, he reſolved to attack it, before any ſuccours could be ſent to it from Great Britain. He accordingly muſtered a land force of upwards of two thouſand men, compoſed of detachments drawn from the regiment of Viennois, in garriſon at Martinico, the regiment of the colony, ſome hundreds of volunteers, and a number of ſailors and mulattoes. With theſe he embarked on board of ſloops and ſchooners, eſcorted by three frigates and ſome privateers, and immediately proceeded againſt that iſland, which, according to his expectations, he found in an unprepared ſtate. On the 7th of September, he appeared before the iſland. At day-break the frigates commenced an attack on the different batteries, and M. de Bouille began to land his troops near to Roſeau, the capital town. No ſooner was the alarm given, than the feeble garriſon and the militia repaired to their reſpective poſts, and did all that lay in their power to defend themſelves againſt ſo ſuperior a a force, and ſo unexpected an attack. About noon, ſeveral of the batteries had fallen into the enemy's hands, and M. de Bouille was drawing together his troops, in order to attack Roſeau, the capital of the iſland. A deputation was then ſent from the gentlemen who compoſed the Council of the iſland, and ſome of the principal merchants and inhabitants of the place, to wait upon General Stewart, who had exerted himſelf to the utmoſt in its defence, and was, at that time, reconnoitring the enemy's diſpoſition, from the point of Jolly's-hill above the town. The object of this deputation was, to requeſt him to call a Council of War to conſider the ſtate of the iſland. The Council, when called, ſeeing that all the defence they could make would be of no avail, and ſenſible that farther reſiſtance could ſerve only to expoſe them to inevitable ruin;

ſoon came to an unanimous reſolution, of ſending a flag of truce to the French General, to requeſt a ceſſation of arms, that they might have time to propoſe terms of capitulation.

The Marquis de Bouille conſented to a parley for one hour, during which a capitulation was drawn up and agreed to: and the terms granted, were much better than could have been expected,* conſidering the defenceleſs ſtate of the inhabitants. During the time of the parley, one of the French frigates called the Tourterell, fired two broadſides upon Young's battery and the town. This had very nearly broken it off; but the miſtake was ſoon rectified, and a proper apology made by the Captain of the frigate. The loſs of the enemy in their ſeveral attacks was very conſiderable. Their troops were commanded by the Marquis de Bouille, Governor-General of Martinico; the Marquis de Chilleau, Compte de Tilly, and Viſcount de Damas; and the Chevalier Jeffry was chief engineer. The garriſon had but two men killed in the attack. The enemy found one hundred and ſixty-four pieces of cannon, and twenty-four braſs mortars in the works, beſides a very conſiderable quantity of military ſtores and public effects. What Britiſh veſſels were in the harbours became prizes to the conquerors. The garriſon, conſiſting of two incomplete companies of the forty-eight regiment, and a detachment of the royal artillery, were ſent to the Grenades. M. de Bouille made but a ſhort ſtay at Dominica, fearing that his retreat to Martinico might be cut off by the Britiſh fleet. After leaving for the protection of the place fifteen hundred men, under the command of the Marquis de Chilleau, he returned with the reſt of his forces to that iſland.

The French had taken the advantage of a favourable time, for making their attack on the iſland of Dominica; for Vice-Admiral Young had then left Antigua and ſailed for England, and Rear-Admiral Barrington was but newly arrived at Barbadoes, to take upon him the command of the little ſquadron on that ſtation.

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* See Note 100.

From various conſiderations, the capture of the iſland of Dominica by the French, might juſtly be regarded as a national loſs: and the public had great reaſon to be diſſatisfied, that a place of its importance ſhould have been left in a great meaſure unprotected. Large ſums had been expended on its fortifications. Theſe were well ſupplied with excellent artillery of every ſort; and its magazines with military ſtores. If theſe circumſtances alone had not been ſufficient to induce the enemy to undertake this enterpriſe, there were not wanting ſtill more important motives, to urge them to make the attempt. The ſeizure of an iſland, which, by poſſeſſing the free port of Prince Rupert's Bay, had acquired a very great reſort of ſhipping; and in which, much encouragement had been given to the new ſettlers, muſt, at the beginning of a war, be a ſevere blow to the Britiſh trade. If information of the commencement of hoſtilities between the two crowns, had been conveyed in due time to Rear-Admiral Barrington, he could have repaired off Martinico with his ſquadron; and ſmall as his force was, as the French had not, at that time, one ſhip of the line in that part of the Weſt Indies, it would have been ſufficient to have deterred M. de Bouille from undertaking ſuch an expedition. Inſtead of communicating to him ſo important intelligence, he was ordered to wait at Barbadoes for inſtructions; and the firſt accounts of a rupture between the two countries which reached him, or any of the iſlands adjacent to his ſtation, was the promulgation at Martinico, (about the middle of Auguſt) of a French document executed at Paris on the 28th of June, amounting in effect to a declaration of war.

As ſoon as he was informed, that the iſland of Dominica was invaded by the French, though his inſtructions were not yet arrived, he proceeded with the utmoſt expedition to its relief; but the conqueſt of it was too rapid, to afford him an opportunity of giving it the aſſiſtance which he ſo ardently wiſhed to have done. The zeal and activity which he had ſhewn, and the preſence of his ſquadron, had, however, a happy effect in removing the panic which the boaſtings of the

enemy, after the conqueſt of Dominica, had ſpread through the neighbouring iſlands. It even prevented them for a while from attempting other enterpriſes. Agreeably to his orders, he returned to Barbadoes, with his ſquadron, to wait for his inſtructions.

We have already mentioned the ſailing of a conjunct expedition from New York, under the command of Commodore Hotham and Major-General Grant. The land forces employed in that ſervice might amount to about five thouſand men. Sir Henry Clinton was ſenſible, that, with the great military force which he had, nothing was to be apprehended from any deſigns that the rebels might form againſt New York during the winter; but he well knew, that in the Weſt India iſlands much was to be feared from the French. He therefore reſolved to ſend to that quarter, the above-mentioned armament, which he hoped was ſufficiently ſtrong, not only to defend the Britiſh poſſeſſions there from any danger with which they were threatened, but even to annoy the enemy.

Notice had been ſent to Rear-Admiral Barrington, that the rendezvous of the fleet under Commodore Hotham was to be at Carliſle Bay, in the iſland of Barbadoes. He accordingly repaired with his little ſquadron to that place, in order to form a junction with the Commodore. This officer ſailed from Sandy Hook, on the very day on which M. d'Eſtaing departed from Boſton; and as both were bound for the Weſt Indies, their courſes were nearly the ſame. During a great part of the voyage, the two fleets had ſteered in lines parallel to each other, without having any knowledge of each others relative ſituation. In the latitude of the Bermudas, both encountered a violent gale of wind, in which the French fleet were greatly diſperſed: and this probably proved the means of preventing the Britiſh ſquadron from being compelled to encounter a very ſuperior force. Commodore Hotham, by his maſterly ſkill and management, was ſo fortunate as to keep his ſhips together during the ſtorm. He accordingly got the ſtart of M. d'Eſtaing: and on the 10th of December, arrived ſafe with his fleet

fleet at Barbadoes, where he joined Rear-Admiral Barrington.* In this dangerous voyage he loſt only one ſmall veſſel, which was taken by the French ſquadron.

A reſolution was immediately formed to attack the iſland of St. Lucia: and, that no time might be loſt in making new ſignals, Admiral Barrington adopted thoſe given out by Commodore Hotham. The Admiral ſent ahead the Ariadne, Ceres, Snake, Pelican, and Barbadoes; and ordered them to be ſtationed ſo as to intercept any veſſels that might attempt to eſcape from St. Lucia, or which, by going there, might give the enemy notice of the intended attack. With the reſt of the fleet and troops, he ſailed from Carliſle Bay on the 12th of December: and in the afternoon of next day, the whole anchored in the Grand Cul de Sac of the iſland of St. Lucia. The troops were ordered immediately to prepare for landing, and ſoon after to get into the flat-boats, and aſſemble aſtern of the Preſton. Commodore Hotham, aſſiſted by Captains Griffiths, Braithwaite, and Onſlow, ſuperintended the debarkation. The Venus was ordered to ſilence a battery of four twelve pounders, that fired on the ſhips; and this was accompliſhed in half an hour by Captain Ferguſon. The firſt diviſion of the army, under the command of Brigadier-General Medows, then made good their landing; and were immediately ſupported by the firſt brigade, under Brigadier-General Preſcott. The remainder of the troops, under the command of Brigadier-General Sir Henry Calder, were landed early next morning.

Brigadier-General Medows, as ſoon as he had landed and formed the troops on the beach, puſhed forward with his diviſion, and forced the Chevalier de Micoud, with a corps of regular troops and a great body of militia, to abandon the heights on the north ſide of the bay. On theſe heights he took poſt, and ſent out detachments who ſeized a field-piece, which had fired upon the boats while debarking the troops, and a battery of four twelve pounders, which annoyed the ſhipping at the entrance of the harbour.

* See Note 101.

Brigadier Preſcott, with the firſt brigade, guarded the environs of the bay: and his advanced poſts kept up the communication with Brigadier Medows. At day-break on the 14th, the latter, in conſequence of orders which he had received, advanced with the reſerve; and ſupported by the former, and the troops under his command, took poſſeſſion of Morne Fortuné, the Governor's houſe, the hoſpital, the barracks, and all the ſtores and magazines belonging to the iſland. Although all the paſſes are remarkably ſtrong and difficult of acceſs, yet with ſuch impetuoſity did the Britiſh troops advance, that the French Governor was obliged to retire from poſt to poſt, after doing all in his power to defend them. As the reſerve advanced, Brigadier Preſcott took poſſeſſion of the batteries and poſts in their rear: and as the guns were not ſpiked or deſtroyed, and plenty of all ſorts of ammunition was left, he ſtationed artillery officers and men at each; a precaution which afterwards proved of the greateſt utility. He alſo eſtabliſhed poſts of communication for their ſupport. General Medows, after a ſhort halt, was ordered to take poſſeſſion of the peninſula called the Vigie, which entirely commands the north ſide of the Carenage harbour.

Brigadier Sir Henry Calder, with the ſecond brigade, guarded the landing place, kept open the communication with the fleet, and occupied ſeveral ſtrong poſts on the mountains, which command the ſouth ſide of the Grand Cul de Sac. It afterwards appeared, that the French intended to bombard the ſquadron and tranſports from theſe poſts, if they had not been prevented by the Britiſh troops being in poſſeſſion of them, and by their inability to drive them from the ground. Juſt as all theſe important ſtations had been properly ſecured, the French colours at them ſtruck, and General Grant's head-quarters eſtabliſhed at the Governor's houſe, the Ariadne frigate came in ſight, with the ſignal abroad for the approach of an enemy. As ſoon as ſhe arrived, Captain Pringle immediately repaired on board the Admiral's ſhip, and reported, that he had been chaced by the French ſquadron, conſiſting of twelve ſail of the

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line and a number of frigates: and before the ſhip could be brought to an anchor, they were ſeen from the heights overlooking the Cul de Sac. The rapidity with which the troops had carried the different poſts, and the excellent arrangements made by the Admiral and General Officers, in ſecuring every advantage they had gained over the enemy, proved the fortunate means of not only repulſing the formidable armament brought againſt them, but of ſaving his Majeſty's fleet and army under their command from deſtruction.

The night of the 14th afforded no repoſe, either to the army or the fleet, after the great fatigues which both had undergone through the day. The arrival of M. d'Eſtaing, with ſuch a ſuperior force, imperiouſly demanded their utmoſt vigilance and exertion. The military were buſy in ſtrengthening all the poſts they had gained: and while the army was thus employed, the naval department, during the night, worked inceſſantly in warping the ſtoreſhips and tranſports in, and arranging them within the ſhips of war; and alſo in placing the line of battle ſhips acroſs the entrance of the Cul de Sac, in ſuch a manner as they could bring their broadſides to bear with the greateſt effect, if the enemy came to attack them.

The Iſis * was ſtationed to the windward, inclining rather into the bay; and as the Prince of Wales was the moſt powerful ſhip, ſhe was placed outermoſt and to leeward. The Venus, Aurora, and Ariadne frigates, were moored ſo as to flank the ſpace between the Iſis and the ſhore, to prevent the enemy from forcing an entrance by that paſſage. This fatiguing operation was accompliſhed by eleven o'clock of the forenoon of the 15th.

It was Admiral Barrington's intention to have removed the tranſports to the Carenage harbour, as ſoon as he poſſibly could; but he was prevented from executing this meaſure, by the ſudden arrival of M. d'Eſtaing. M. de Bouille, the Governor of Martinico, being in daily expectation of M. d'Eſtaing's

* The Britiſh ſhips were placed in the line as follows: Iſis, St. Albans, Boyne, Nonſuch, Centurion, Preſton, and Prince of Wales.

arrival with his ſquadron from North America, had prepared a very conſiderable military force to act in conjunction with the fleet. The damages ſuſtained by the French ſquadron, on their voyage from Boſton, were ſoon repaired; and M. d'Eſtaing accordingly put to ſea, with twelve ſail of the line, accompanied by a number of frigates and privateers, beſides tranſports having on board nine thouſand men, a conſiderable number of theſe he had brought in his fleet from North America. The reſt, compoſed of regulars and volunteers from the different French iſlands, had been aſſembled by M. de Bouille, and were in readineſs for any enterpriſe, as ſoon as M. d'Eſtaing ſhould arrive at Martinico.

When this grand armament put to ſea, according to the plan of operations concerted, the firſt place deſigned to be attacked was the iſland of Barbadoes; the French Commanders having received intelligence, that Rear-Admiral Barrington was at that place, with only two ſhips of the line and a few frigates. The French made ſure of taking or deſtroying the war ſhips; and had no doubt, when that was accompliſhed, but the iſland would immediately ſurrender. This blow the enemy deſigned to have followed up by the reduction of the Grenades, and the iſland of St. Vincent; and if no interruption ſhould be given to their operations, they entertained hopes of being able to ſubdue all the other poſſeſſions which Britain had in this part of the Weſt Indies. But while M. d'Eſtaing and M. de Bouille were on their voyage to attack the iſland of Barbadoes, intelligence was brought to them, that the iſland of St. Lucia was attacked. This the enemy regarded as a moſt fortunate circumſtance, regarding it as the ſure means of cruſhing at one blow, the whole of the Britiſh force by ſea and land in this part of the world. Conſidering the evident ſuperiority of their ſquadron, as well as the number of their troops, much danger was to be apprehended; and if the French had arrived twenty-four hours ſooner, the deſtruction of both ſhips and troops would, in all human probability, have been inevitable.

That the grand ſcenes which we are about to deſcribe may

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be the more distinctly apprehended, it may be proper to view the position both of the British naval and land forces; when it will be seen, that by the unremitting labour and industry of one night, they were, by the skill of their Commanders, placed in such admirable order, as enabled them to withstand the repeated attacks of so superior a force. The British squadron occupied the most southern inlet, called by the French the Grand Cul de Sac; at the upper end of which and close to the shore, the transport vessels and storeships had been anchored in the night previous to the enemy's assault. To protect these, the ships of war were moored across the entrance of this bay, in such a manner, as to present their broadsides against any naval force the enemy might bring against them; and as a farther security, a battery of heavy cannon was erected on the southern, and another on the northern points of land, at the entrance of the Cul de Sac, which proved of great utility.

The Carenage bay, or harbour, leads up towards Morne Fortuné, and distant from the Grand Cul de Sac between two and three miles to the northward; and the peninsula of the Vigie, occupied by General Medows, forms the northern boundary of the Carenage, and covered its entrance on that side: Choc bay and Gros Islet bay are still farther to the northward. It is by no means easy to describe a country so singular in respect of surface as the island of St. Lucia; and still more difficult, to render intelligible the complicated situation of the British posts. The island presents no regular face, but a succession of confused steep and abrupt hills, scattered among greater mountains, every where intersected by narrow winding vallies, long defiles, and deep ravines or gullies, having torrents of water at the bottom; and where fordable, the passage of these is rendered difficult by the quantity of huge stones which the heavy rains, in the hurricane season, have washed from the precipitous sides of the adjoining mountains.

General Grant, with the brigades under the command of Brigadier-Generals Prescott and Calder, (which compofed fully two-thirds of the army) occupied all the strong posts among the hills,

hills, on either ſide of the Grand Cul de Sac; and commanded by detached poſts, the ground that extended from thence to the Carenage, which was diſtant about two miles. A battery on the ſouth point on their ſide of the Carenage, and another on the oppoſite point of the Vigie, defended the entrance of that bay. The brigades were alſo poſſeſſed of two other batteries, which commanded in a conſiderable degree the approaches by land to the Vigie. They were ſituated near the bottom of the bay where it narrows, or rather where it is joined by a ſmall river or ſtream, which divides the country for a conſiderable way up, and paſſing cloſe to Morne Fortuné, falls into the bay, where it forms a creek which covered theſe batteries. Both the batteries at the bottom of the bay, and thoſe at the entrance of the Carenage, proved of excellent ſervice when the French attacked General Medow's poſt.

The ſituation of that officer was peculiarly hazardous. Stationed with the reſerve of the army on the mountainous peninſula called the Vigie, he was almoſt ſhut up from the reſt of the army, both by diſtance and ſituation. From the great ſuperiority of the enemy, he was obliged to act entirely on the defenſive; and the diſtance he was at from the army, as well as from the nature of the ground, he could derive no ſupport from the main body, except what he could derive from the batteries already mentioned: the plan of his operations was extremely circumſcribed. He was indeed in poſſeſſion of very ſtrong ground; but there were ſome circumſtances that might have operated greatly to his diſadvantage, if the enemy had allowed a little time for the troops under General Medows, to reflect on the deſperate ſituation they were placed in: from the great force with which they were aſſailed, they might be overpowered; in this caſe, a retreat was impracticable, and in ſuch an event, to become priſoners of war, or to be cut to pieces, were their only alternatives. The hope of aſſiſtance from the reſt of the army could not be expected, from the great ſuperiority of the French in point of numbers; and the danger to which they were expoſed, if the enemy choſe to hazard the landing

landing of a body of troops on the north ſide of the peninſula, under cover of their frigates. It is true, that the ground there is high and rocky, and very unfavourable for ſuch an operation; and in addition to its natural ſtrength, the ſea generally beats with ſuch violence on the ſhore, that it is ſeldom that boats can effect a landing, without the greateſt danger of being daſhed to pieces: but even a feint of landing troops at this place, would have been extremely diſtreſſing to General Medows, as it muſt neceſſarily have obliged him to have ſent a detachment from his army to obſerve their motions, which would conſequently have weakened his front when aſſaulted by the whole of the French army. The impetuoſity of the enemy's troops ſoon freed General Medows from all theſe impending dangers.

Nothing could exceed the chagrin and diſappointment of the French Commanders, upon the failure of their attempt to force the harbour of Carenage; and finding that the Britiſh General was in poſſeſſion of all the ſtrong ground in the environs of the Grand Cul de Sac, as one of their plans of attack was to have landed their troops near this, ſecured the commanding heights, and from them have bombarded the Britiſh ſquadron and tranſports: but the General being before hand with them, they were neceſſitated to form a new plan of operations. Theſe were to endeavour to overpower the Britiſh ſquadron, moored acroſs the entrance of the Grand Cul de Sac, and to land their army at the Bay de Choc, and endeavour to carry the Vigie by aſſault; if either of theſe ſchemes ſucceeded, they regarded their ſucceſs as certain.

As it was late on the 14th of December, before the French fleet got cloſe to the iſland of St. Lucia, M. d'Eſtaing delayed the commencement of his operations until the next day. Accordingly, early on the morning of the 15th, the enemy's ſquadron, led by M. d'Eſtaing in the Languedoc, ſtood towards the harbour of the Carenage, ſuppoſing that the Britiſh troops were not in poſſeſſion of the poſts at its entrance; but on his nearer approach, his ſhip was fired upon and ſtruck by one

one of the batteries. He immediately returned an indignant broadside, which did no manner of hurt, and then bore away with his whole fleet. For some time the enemy appeared in great disorder, and seemed at a loss how to act; but at last, after much hesitation, they resolved to attack the fleet anchored at the entrance of the Grand Cul de Sac. Accordingly, about half an hour after eleven o'clock, the French Admiral, with ten sail of the line, bore down to attack Admiral Barrington's little squadron; but the reception which he met with soon convinced him, that the destruction of a British fleet, commanded by a gallant and experienced officer, would not be such an easy achievement as from his vain boasting he thought he could accomplish.

After a short cannonading M. d'Estaing drew off with his fleet, without having done the British squadron any material injury. The French Admiral having had time to digest his plan, and make the necessary arrangements for puting it in practice, renewed his attack on the squadron, at four o'clock in the afternoon, with twelve sail of the line. He now endeavoured to make an impression more to the right, from the leeward point of the British line to its centre; and by this means, the Prince of Wales, (which was the flag-ship) had to sustain more than her due proportion of the action. The French kept up a very heavy fire, supported this attack better, and persevered in it longer than in the former: and although they now directed the whole of their assault to a narrower object, yet neither that nor their change of position, nor the additional force which they had now brought into action, were capable of rendering their efforts in this attempt more successful than they were in the last. Never did ships keep up a brisker cannonade than the British did on this occasion, or take better aim; and they were well seconded by the land batteries. After a long and warm action, the French fleet fell into evident confusion, and retired without having been able to make any impression on the British line: the only loss which it sustained in this conflict,

conflict, was two men killed on board the Prince of Wales, and one mortally wounded in the Ariadne.

In this attack, the enemy were ſuppoſed to have loſt many men, and their ſhips to have ſuſtained conſiderable damage, as their manœuvres indicated great confuſion, and one of their veſſels fell to leeward, and ſeemed unable to carry the neceſſary ſail for getting again to windward.

While the naval annals of Britain continue to be read, theſe two battles will forever be regarded as among the moſt brilliant actions on record. There may have been engagements greater in extent, or more deciſive in their conſequences; but every circumſtance diſpaſſionately weighed, none can poſſibly afford more glory and honour, than fell to the ſhare of Admiral Barrington and his brave aſſociates.

On the 16th, M. d'Eſtaing ſhewed a diſpoſition to make a third attack on the Britiſh ſquadron; but on the appearance of a frigate ſtanding for his fleet, with ſeveral ſignals flying, he plied to windward, and in the evening the enemy's fleet anchored off Gros Iſlet bay, about two leagues to the northward of the Britiſh ſquadron. In the courſe of the night, the French diſembarked a large body of troops, ſuppoſed to amount to nine thouſand men, in Choc bay. In the morning of the 17th, General Grant withdrew two advanced piquets from poſts which he never intended to defend, and from which not a ſhot had been fired.

The repulſes which the French fleet had ſuſtained, compelled the enemy to alter their plan of operations; and as General Grant had poſted troops on the high grounds round the Grand Cul de Sac, from which he could not be forced without great loſs, M. d'Eſtaing and M. de Bouille reſolved to attack the Britiſh poſt of the Vigie, where General Medows commanded: and if this ſhould induce General Grant to move in ſupport of General Medows, the enemy's Generals had hopes this might bring on a general engagement, on more favourable terms than by directly attacking him in poſts almoſt inacceſſible; and from their ſuperiority of numbers, they hoped

hoped to prove victorious. The enemy accordingly formed about five thousand of their best troops into three columns. The column on the right was led by the Compte d'Estaing; the centre one by M. de Lowendahl; and that on the left by the Marquis de Bouille, Governor of Martinico. The remainder of the French troops were kept disengaged, to watch the British forces to the southward of the Carenage bay, and to check any attempt they might make to succour General Medows. The neck of land, which joined the peninsula of the Vigie to the island, was very flat for a considerable way: and this was the only road by which the French troops could approach to the heights occupied by the British. The enemy rushed on to the attack with their characteristic impetuosity: but it is impossible to describe the coolness, intrepidity, and firmness, with which they were received. In the various attacks, made by the troops under General Medows, in gaining possession of the Vigie, much of their ammunition had been expended: and as their detached situation had prevented a supply from being sent to them since that time, it was far from being complete, when the French made their assault on that post. He was therefore under a necessity of ordering his men to be cautious not to throw away a shot, nor to fire, until they were sure that every ball would take effect. They accordingly allowed the enemy to come so very close, before they gave their fire, that the slaughter was dreadful; and they had scarcely time to load their musquets again, when they were obliged to have recourse to the bayonet. The French, for some time, withstood this charge with spirit; but they sustained so severe a loss, without having made the smallest impression on their opponents, that they were forced to retire. It is said, that no fewer than seventy of the enemy were killed within the intrenchments, on their first onset.

The French officers exerted themselves greatly, rallied their men when repulsed, and, as soon as they had recovered their breath, once more led them on to the assault. The check, which the British troops had given to the enemy, seemingly increased

increaſed the ſpirits of the men; for they encountered them, if poſſible, with greater keenneſs than before, defended their poſts with unparalleled obſtinacy and reſolution, and again drove them down the hill with heavy loſs. The French Generals, notwithſtanding theſe repulſes, reſolved to make another effort to carry the heights: and having reſtored order to their troops, again led their columns up to the attack. But this third eſſay neither continued long, nor was ſo violent as the former two had been. The ſpirit of French courage was evaporated; and they were eaſily diſperſed and broken by the Britiſh troops, whoſe ardour had increaſed every minute, ſince the firſt aſſault began. The enemy now fled in the greateſt diſorder: and as the different batteries on the ſouth ſide of the Carenage harbour, all of which were remarkably well ſerved, and to the fire of which they were expoſed for a conſiderable part of the way, enfiladed their columns both in advancing and retreating, the havock among them was dreadful. Nor was this the only ſervice which the batteries performed. M. d'Eſtaing having ſent a ſhip of the line to the entrance of the Carenage harbour, to aſſiſt the French troops in their operations by her fire, the men poſted in the batteries pointed their guns ſo well, that they ſoon obliged her to ſlip her cable and rejoin her ſquadron.

The enemy left four hundred men killed on the ſpot, five hundred dangerouſly wounded, and ſix hundred ſlightly wounded. They obtained leave to bury their dead, and to carry off their wounded men: and M. d'Eſtaing, by agreement, was to account for the wounded as priſoners of war. The loſs which the Britiſh ſuſtained was only ten men killed, and one hundred and thirty wounded; many of them ſo ſlightly, that, in a few days, they returned from the hoſpital to their duty in camp.

Too much praiſe could not be beſtowed on Brigadier-General Medows, and the troops under his command. The diſpoſition which he made, for the defence of his poſt, was maſterly. He was wounded in the arm early in the day, but remained in the field, rode about, and gave his orders every where, until the

the enemy were forced to retire. Nor did he at all quit his poſt during the enemy's continuance on the iſland. Major Harris, who commanded the grenadiers, and Major Sir James Murray, who commanded the light-infantry, greatly diſtinguiſhed themſelves: and General Grant was highly pleaſed with all the officers and men, whoſe cool and determined conduct upon this occaſion even ſurpaſſed, if poſſible, their uſual ſpirit and bravery, and juſtly gained them immortal honour.

Such was the harmony that prevailed between the navy and army, that it would be in ſome meaſure injurious to both to conſider them as diſtinct corps. The cloſe connection, the equal participation of danger and ſervice, and the mutual dependence that ſubſiſted between the two departments, had ſo firmly united them, that they appeared to form but one ſolid and compact body: and this glorious unanimity was rivetted and confirmed by the example of their Commanders and officers, laudably diſplayed in the friendſhip and reſpect which they evidently entertained for one another. It ſerved to diffuſe ſo high a degree of confidence, hope, and ſpirit, through the fleet and army, as made them totally forget the vaſt ſuperiority of the enemy, the dangers attending their own critical ſituation, and the difficulties which they hourly encountered. It even made them ſeem to diſregard ſuch unremitting duty, hardſhip, and fatigue, as would otherwiſe have appeared altogether inſupportable.

While the enemy were landing their troops on the night of the 16th, Rear-Admiral Barrington, expecting to be attacked next day, employed the intervening time in ſtrengthening his line, by making it more compact, and by warping the war ſhips farther into the bay. He alſo removed the Venus aſtern of the Prince of Wales, to flank the paſſage into the harbour, and erected batteries at each point of the bay: the one to the northward, under the direction of Captains Cumming and Robinſon; and the other to the ſouthward, under Captain Ferguſon. Theſe batteries were mounted with as many thirty-two pounders as could be ſpared from the Boyne, and dragged

dragged up from the beach by the ſailors of his Majeſty's ſhips. Senſible that the military underwent additional fatigue, and were expoſed to greater dangers, by occupying more extenſive poſts for the ſecurity of the ſquadron, than they would otherwiſe have had occaſion to do, the ſeamen laboured with the utmoſt cheerfulneſs in conveying to them proviſions and neceſſaries of every kind, in ſpite of the violent heat of a vertical ſun, and through roads that were almoſt impaſſable.

The check which the French army received on the 17th, deterred them from taking any farther ſteps to prevent the iſland of St. Lucia from falling into the hands of the Britiſh: and the meaſures purſued by Admiral Barrington for giving their fleet a proper reception, in the event of their making a third attack, had ſuch an effect, that M. d'Eſtaing deſiſted from renewing his aſſaults on the ſquadron; and after remaining inactive for a while, on the 28th re-embarked his troops, and on the 29th weighed anchor and returned to Martinico.

The following little affair could not fail to be extremely galling to M. d'Eſtaing, who was then at anchor with his ſquadron in Gros Iſlet bay. At day-break, on the 23d of December, a rebel privateer was diſcovered becalmed, cloſe to the Grand Cul de Sac. A few guns from the neareſt ſhips obliged her to ſtrike: and the boats of the fleet puſhed out, boarded, and towed her within the Britiſh line, before any of the French ſquadron could get to her aſſiſtance. She proved to be the Bunker's-Hill, of eighteen guns and eight ſwivels; had ſailed on the 2d of December from Salem, and was intended to cruize fifteen leagues to the windward of Barbadoes, but had miſſed that iſland, and fallen to leeward. She was purchaſed into the ſervice, converted into a ſloop of war, and called the Surprize: a name expreſſive of the manner in which ſhe fell into the hands of the Britiſh. Admiral Barrington conferred the command of her upon Lieutenant James Brine, the Firſt Lieutenant of the Prince of Wales.

M. d'Eſtaing's ſquadron was not out of ſight of the iſland on the 29th, when M. de Micoud, the Governor, ſent a flag to

General Grant requeſting a capitulation, the terms of which were next day adjuſted and ſigned.* Both the officers and men, in each department, afforded their Commanders the greateſt ſatisfaction, by their behaviour in every reſpect. The Rear-Admiral in his public letter acknowledges, in a handſome manner, the great aſſiſtance which he received from Captain Barker, agent of tranſports; and the ſervices of Lieutenant Governor Stuart of the iſland of Dominica, who officiated as an honorary Aid-de-Camp between the Rear-Admiral and the General. He had accompanied the Rear-Admiral upon this expedition, and offered himſelf as a volunteer, in hopes that his Majeſty's arms might be afterwards employed in recovering that iſland: and his perfect knowledge of it would, in ſuch an attempt, have rendered his ſervices peculiarly uſeful.

Captain Allan Gardner, of his Majeſty's ſhip Maidſtone of twenty-eight guns, (nine pounders) and two hundred men, performed a very gallant action. On the 3d of November, about one in the morning, being in lat. 35° 40′ N. long. 71° 50′ W. ſixty-four leagues E. S. E. from Cape Henry, on diſcovering a ſhip in the N. E. quarter, ſtanding to the eaſtward, with the wind at weſt, he gave chace and prepared for action. At half paſt three he got alongſide of the chace; and as ſhe hoiſted French colours, began immediately to engage. After an hour's action, the Maidſtone had ſuſtained ſo much damage in her ſails and rigging, that it was judged neceſſary to bring to, to repair the latter and to furl the main-ſail, which was cut to pieces by the langredge ſhot of the enemy. At day-break, another ſhip to windward was bearing down upon the Maidſtone: and Captain Gardner ſuppoſed her to be a conſort of the ſhip with which he had been engaged, and which was at that time about two miles to leeward, under her top-ſails. At nine the ſhip to windward brought to, and made a private ſignal; but as it was not anſwered, ſhe made ſail at ten, and ſtood by the wind to the ſouthward. Captain Gardner then wore, and purſued the ſhip which had fought him. Although ſhe

* See Note 102.

ſhe had put before the wind, under top-ſails and fore-ſail, he got alongſide of her by noon, and renewed the action. It continued till near one o'clock, when ſhe ſtruck: and proved to be the Lion, a French ſhip of forty guns, viz. twenty-eight twelve pounders on her main-deck, ſix ſix pounders on her quarter-deck, and ſix four pounders on her forecaſtle, with two hundred and ſixteen men. She was commanded by Captain Jean Mitchell, bound to Port l'Orient from Virginia; and having on board upwards of thirteen hundred hogſheads of tobacco, was a very valuable prize. On board the Lion, eight men were killed and eighteen wounded. In the Maidſtone, four men were killed and nine wounded: among the latter was Captain Gardner, who received a ſevere wound in one of his hands. His ſhip was greatly damaged in her maſts, yards, ſails, and rigging; and when the enemy ſtruck, had four feet water in the hold. Not being able to regain New York at that ſeaſon of the year, Captain Gardner carried his prize to Engliſh harbour in the iſland of Antigua.

The Boreas, in returning from Bequia, on the 3d of December, took a French ſnow called Le Memi, of three hundred and fifty tons, and twelve guns, bound from Rochfort to Martinico, with two hundred and eighty ſoldiers on board, and a cargo of dry goods and proviſions.

Rear-Admiral Barrington, as ſoon as he was certainly informed, that the French ſquadron was moored in Port Royal bay in the iſland of Martinico, removed the whole of his fleet from the Grand Cul de Sac to the Carenage harbour; where he was joined, in the beginning of the enſuing January, by Vice-Admiral Byron with the ſquadron under his command from North America.*

The St. Peter, a rebel privateer of eighteen ſix pounders, and one hundred and thirty men, was taken by the Aurora, Captain Cumming. The General Waſhington brig, of eighteen guns and one hundred and thirty men, fitted out by the rebel Congreſs, was taken by the Seaford, Captain Colpoys: who

* See Note 103.

alſo took the Hampden rebel privateer, of twelve guns and ſixty-four men. The Ariadne, Captain Pringle, took a ſchooner rebel privateer of eight guns and thirty men; and run on ſhore and deſtroyed two others. The Antigua armed veſſel took, after a ſmart action, the Nancy, a rebel privateer of twelve guns and forty men; in which the enemy had four men killed and five wounded.

WEST INDIES.—JAMAICA STATION.

His Majeſty's ſhips on this ſtation, commanded by Rear-Admiral Sir Peter Parker,* made a great number of prizes from the rebels. A very gallant action was performed by Captain Peter Rainier, of his Majeſty's ſloop the Oſtrich.† Being on a cruize, in company with the Loweſtoffe's prize, an armed brig of ten guns, he got ſight of a large brig off Savannah Point on the 8th of July; and after a long purſuit the Oſtrich came up with her: ſhe proved to be a rebel privateer much ſuperior in point of force. Notwithſtanding which, Captain Rainier immediately attacked her; and after a warm action of three hours, ſhe ſtruck the rebel flag. This event was greatly accelerated by the Loweſtoffe's prize coming up to the aſſiſtance of the Oſtrich, and bravely engaging the enemy for half an hour before they ſurrendered. The prize-veſſel proved to be the Polly of ſixteen guns, ſix and nine pounders, twenty-three ſwivels, and eight cohorns in the tops, with a crew of one hundred and ſixty or one hundred and ſeventy men. The enemy ſuffered ſeverely; for the midſhipman who took poſſeſſion of the prize counted twenty-three men killed, and they had been obſerved, during the action, to throw ſeveral of their dead overboard. Her Captain was killed: and he was ſuppoſed to have a French commiſſion as well as an American one. She was bound from Port au Prince for Boſton, and

* See Note 104.

† The Oſtrich had only fourteen four pounders, and her complement was one hundred and ten men.

and had on board a quantity of molaſſes. In this action, which did Captain Rainier, his officers and crew, the higheſt honour, he was wounded by a muſquet-ball completely through the left breaſt: yet dangerous and painful as this wound was, he would not allow himſelf to be carried lower than the cabin, and from that iſſued his orders, during the remainder of the action. Mr. O'Brien, the Lieutenant of the Oſtrich, was badly wounded. The Maſter and four men were killed, and twenty-eight men wounded, two of them mortally: and the maſts and yards of the Oſtrich were much damaged. It is with pleaſure we mention, that Captain Rainier was ſoon after made a Poſt-Captain,* and got the command of the Burford of ſixty-four guns.

His Majeſty's ſhips Minerva and Active, being on ſeparate cruizes, and not having any information of the French war, were unfortunately taken by ſurpriſe, by frigates of that nation, and carried into Cape François. This misfortune had ſuch an effect on the Captains of both theſe ſhips, that they died ſoon after. The captures of the Minerva and Active were the firſt occurrences, that aſſured Sir Peter Parker of hoſtilities having taken place between the two nations.

EAST INDIES.

The Directors of the Eaſt India Company did not let the preparations for war, which were going on at all the principal ſeaports of France, eſcape their notice. Theſe, together with the favour ſhewn to the rebellious American colonies by that nation, gave them alarm: and foreſeeing that a rupture between the two crowns was almoſt unavoidable, they put their ſervants in India on their guard, and prepared them for the worſt. It could not eſcape their memories, that their ſettlements, and indeed their exiſtence in India, had only a few years ago been expoſed to imminent danger, when in a ſeaſon of profound peace, France had clandeſtinely conveyed ſo great

* He is now Vice-Admiral of the Red.

a military force to the iſlands of Mauritius and Bourbon, that they owed their deliverance to fortune or chance, more than to any timely knowledge of the deſign of that perfidious power, or to meaſures adopted to avert the gathering ſtorm. No ſooner did the French Miniſter deliver the reſcript to Lord Viſcount Weymouth, than the Directors of the Eaſt India Company ſent orders to their ſervants in India, immediately to commence hoſtilities againſt the French. Wiſely foreſeeing, that it would be impoſſible for the Company to remain neuter, they got theſe orders conveyed with the greateſt expedition.

The ſettlements which the French had at Chandernagore, and other places in Bengal, not being fortified, or capable of making any reſiſtance, were immediately ſeized by detachments of troops ſent for that purpoſe from Calcutta: and the Preſidency of Madras immediately cauſed preparations to be made for attacking Pondicherry.

Major-General Hector Munro, who commanded the Company's troops on the Coaſt of Coromandel, aſſembled the force allotted for that ſervice; and on the 8th of Auguſt, encamped them as they arrived on the Red Hill, about four miles from Pondicherry: but it was the 25th of that month, before a ſufficient force was aſſembled to enable him to lay ſiege to the place. In the mean time Sir Edward Vernon, who commanded his Majeſty's ſhips and veſſels in the Eaſt Indies,* failed from Madras on the 29th of July, to block up Pondicherry; and having chaced a French frigate into the road, arrived at his ſtation in the evening of the 8th of Auguſt. Soon after that, he got ſight of ſix ſail to the S. W., and gave chace to them; but, on account of light airs of wind, could make nothing of it until the 10th, when, at ſix in the morning, he ſaw five ſhips bearing down on him in a regular line abreaſt. The Commodore ſtood for them with his ſquadron, forming a line ahead: and at noon, brought to in that poſition to receive them. The breeze then ſhifting to the ſeaward, he got the weather-gage, and immediately made the ſignal to bear down upon

* See Note 105.

upon the enemy, who had formed on the ſtarboard tack. Commodore Vernon intended to have formed his line upon the larboard tack, till the leading ſhip had ſtretched abreaſt of their rear, and then to have tacked and formed oppoſite to the enemy's ſhips: but having very little wind, and being uncertain of its continuance, he thought it neceſſary to bring them to an action, which became general at three quarters paſt two, and was at times extremely cloſe. At three quarters paſt four, the enemy made ſail upon a wind to the S. W. The Britiſh ſhips had received ſo much damage in their maſts, ſails, and rigging, that Sir Edward was obliged to haul to the N. E., in hopes of thereby ſecuring the weather-gage, and of being able to bring them again to action next morning. During the night, and a great part of the morning of the 11th, they were employed in reeving, ſplicing, and knotting the rigging: and on board the Rippon, they got up a main-top-ſail yard and fore-top-maſt, the others having been deſtroyed. They ſtood on to the N. E., with light airs of wind, until midnight, and then tacked to the S. W.; but at day-light on the 11th, could ſee nothing of the enemy. It was the French ſquadron, commanded by M. de Tronjolly, that had engaged the Britiſh on the 10th; and it conſiſted of one ſhip of ſixty-four guns, two large frigates with heavy metal, and two armed country ſhips.* After ſuffering ſeverely in their hulls, and having a number of men killed and wounded in the action, they got into Pondicherry road in the evening of the 10th, and remained there till the 21ſt of October, on which day Sir Edward Vernon, with the Britiſh ſquadron, appeared before that place. He had been endeavouring, ſince the 16th of Auguſt to reach that port, but the winds and currents which then prevailed, had greatly retarded his progreſs. On the 20th at midnight, the ſquadron anchored, about midway between Pondicherry and Cuddalore; and a veſſel being perceived ſtanding in for the enemy's fleet, the ſignal was made to weigh anchor and chace. Soon after day-break, on the 21ſt, they came up with and took

* See Note 106.

her. She proved to be l'Aimable Nannette of l'Orient, but laſt from the Mauritius, in ballaſt. Juſt as ſhe ſtruck, the French ſquadron hove in ſight, being then under way in Pondicherry road, and ſtanding to the N. E. under an eaſy ſail. But as the land breeze failed the Britiſh fleet, before they could get near enough to commence an action, and as the ſea breeze did not ſet in before five o'clock in the afternoon, and was then very faint, Sir Edward Vernon was obliged to delay his deſign of engaging the enemy until the next morning. He then ſtood into Pondicherry road, and came to an anchor; expecting, as they ſhewed no intention of going off, that the French ſquadron would do the ſame: but, when day-light appeared, the enemy's fleet were vaniſhed, and gave no more diſturbance during the ſiege. On the 25th, at day-break, a ſtrange ſail was perceived very cloſe to the ſquadron; on which Sir Edward Vernon made the Coventry's and Seahorſe's ſignal to chace. They immediately ſtood out to ſea, with all the ſail they could crowd, and to prevent loſing company with the frigates, the Commodore weighed anchor and followed them. About half paſt eleven in the forenoon, he ſaw the Seahorſe engaged with the chace; which ſoon ſtruck, and proved to be the Sartine, one of M. de Tronjolly's ſquadron, which had loſt company a few days before. She was a fine ſhip, only two years old, and a prime ſailer; and, when taken, had only twenty-ſix nine pounders mounted, though pierced for thirty-two guns. She was purchaſed into the ſervice. As from that time Sir Edward Vernon kept the town cloſely blocked up by ſea, we ſhall turn our attention to the operations of General Munro, who, on the 21ſt of Auguſt, took poſſeſſion of the bound-hedge, within cannon-ſhot of Pondicherry; and thus cut off the enemy from all communication with the country.

It having been determined to carry on two attacks, ground was broke on the north and ſouth ſides of the town, on the 6th and 7th of September; and on the 18th, the batteries were opened. They conſiſted of twenty-eight pieces of cannon and twenty-eight mortars. The enemy returned a very briſk fire, which

which at day-break, was equal in ſtrength to that of the beſiegers; but towards evening, the fire from the town ſlackened, and the batteries of the beſiegers had apparently the ſuperiority.

The obſtinate defence made by M. de Bellecombe, rendered it neceſſary to act with caution; and although the violent rains which fell at that time greatly retarded the works, the approaches were continued with the utmoſt expedition. A gallery being carried into the ditch from the ſouthward, a breach made in the baſtion called L'Hopital, and the faces of the adjacent baſtions being alſo deſtroyed, it was reſolved to paſs the ditch, by a bridge of boats made for the purpoſe, and to aſſault the place. As the batteries of the beſieging army had likewiſe been very ſucceſsful in the attack againſt the north ſide of the town, and ruined the eaſt face of the north weſt baſtion, a float was prepared for paſſing troops over the ditch in that direction, at the very inſtant in which others were croſſing it on the ſouth. Another attack was alſo intended. It was to have been made on the ſeaſide, to the northward, where the enemy had ſtockades running into the water. The ſtorming of the town was to have taken place on the 15th of October, before day-break: but an unforeſeen accident obliged the execution of this plan to be poſtponed. On the 14th, the water in the ditch to the ſouthward was ſo ſwelled, by the inceſſant rains which had fallen for ſome days before, that it forced itſelf into the gallery, broke it down, and damaged the boats intended for the bridge ſo much, that it required two days hard work to repair the miſchief done. Every thing being reinſtated, and all the neceſſary arrangements completed, it was propoſed to make the aſſault on the 17th; but on the 16th, M. Bellecombe ſent M. de Villette, his Aid-de-Camp, with a letter to General Munro, propoſing to capitulate; and the terms being ſoon ſettled, the capitulation was ſigned next day by both parties. Very favourable terms were granted, in conſideration of the gallant defence made by M. de Bellecombe and his garriſon.* Sir Edward Vernon and the ſquadron under his command, gave

* See Note 107.

gave all the aſſiſtance in their power to the military, and the moſt perfect harmony ſubſiſted between the two departments. When General Munro was ready to aſſault the place, he requeſted aid from the Commodore, who immediately landed two hundred and ſixty men from the fleet to aſſiſt in the execution of that deſign. During the ſiege, the ſquadron took three ſmall veſſels bound to Pondicherry. The Company's ſervants paid the utmoſt attention to the orders they had received, and diſplayed a laudable zeal for the public good. The Governor General and Council of Bengal fitted out and armed two ſhips, mounted with forty guns each, which joined the ſquadron on the firſt of October: and the Preſident and Council of Fort St. George reinforced the fleet with three of the Company's European ſhips, properly armed. Theſe laſt, Sir Edward Vernon diſmiſſed as ſoon as the place ſurrendered, in order that they might proceed on their reſpective voyages.

General Munro ſent home his diſpatches by Enſign Rumbold of his Majeſty's 6th regiment of foot, one of his Aides-de-Camp, and ſon to the then Governor and Preſident of Madras: and the Commodore ſent his by Captain George Young of his Majeſty's ſhip Rippon. Both officers met with a moſt gracious reception from the King, who was pleaſed to order a preſent of 500l. to each, to buy a ſword. He was alſo ſo well pleaſed with the ſervices of Thomas Rumbold, Eſq; Governor and Preſident of Madras, that he immediately created him a Baronet of Great Britain; and with the ſervices of Major-General Munro, that he conferred on him the Military Order of the Bath.

TRANSACTIONS AT OR NEAR HOME.

From the time when the French Ambaſſador had delivered the reſcript, containing the ſentiments of his Court, to Lord Weymouth, the utmoſt diligence had been uſed in equipping the fleet for ſea, as hoſtilities with France were regarded as unavoidable. It has been already related, that Vice-Admiral Byron

Byron was then ſent to North America, with thirteen ſail of the line and a frigate: and as the enemy were making mighty preparations at Breſt, and their other ports on the weſtern ocean, the Hon. Admiral Keppel was ordered to ſea with all the ſhips that could be muſtered, which amounted only to twenty ſail of the line.* He ſailed from St. Helen's on the 12th of June; and was ſoon after joined by the Formidable of ninety guns, and the Belleiſle of ſixty-four. On the 17th, at noon, about twenty miles to the weſtward of the Lizard, the ſquadron being then in a line of battle ahead, ſteering S. S. W. with the wind at weſt, two ſhips, attended by two tenders, were obſerved ſeemingly reconnoitring the fleet. The Admiral immediately made a ſignal for a general chace: and between five and ſix in the evening, the Milford frigate got cloſe alongſide the ſhip which was moſt to leeward. She proved to be a French frigate called the Licorne, of thirty-two guns and two hundred and thirty men, commanded by M. de Belizal. The Admiral made the ſignal for the chacing ſhips to bring their chace down to him, and which order Sir William Burnaby endeavoured to perſuade the French Captain to comply with, but in vain: during this altercation, the Hector of ſeventy-four guns approached very near the French frigate, and firing a gun with ſhot, which brought the Captain of the Licorne to reaſon, and he ſubmitted to have his ſhip conducted to the Admiral. The Arethuſa frigate, the Valiant and Monarch, with the Alert cutter, gave chace to the other ſhip and one of the tenders. The ſhip proved to be the Belle Poule, a French frigate of heavy metal. When the Arethuſa got up with her in the evening, Captain Marſhall requeſted the French Captain to bring to; and informed him, he had orders to conduct him to his Admiral, who wiſhed to ſpeak with him: but with both of theſe requeſts he peremptorily refuſed to comply. Captain Marſhall then fired a ſhot acroſs the Belle Poule, which was inſtantaneouſly returned by pouring a whole broadſide into the Arethuſa, at that time cloſe alongſide of her. An action immediately commenced,

* See Note 108.

menced, which continued more than two hours. The Arethuſa being much ſhattered in her maſts, ſails, and rigging, and there being very little wind to govern her, was thrown into ſuch a ſituation, that her Captain was unable, by his utmoſt efforts, to keep her head towards the French ſhip. The latter, having her head in with the land, and getting her foreſail ſet, ſtood into a ſmall bay: and at day-light ſome boats came to her aſſiſtance, and towed her into a place of ſafety. Admiral Keppel expreſſed the greateſt ſatisfaction at the behaviour of Captain Marſhall, his officers and men. The Arethuſa had eight men killed and thirty-ſix wounded. The Belle Poule had forty-eight killed, four of whom were officers, and fifty wounded. The Alert cutter was of the greateſt ſervice in this action to Captain Marſhall, by fighting the tender that was in company with the Belle Poule, and preventing her from affording her frigate any aſſiſtance. She was a ſchooner called the Coureur, belonging to the King of France, mounting ten guns, and commanded by M. de Roſolie. Captain Fairfax requeſted her Commander to ſtand to the fleet. He made anſwer, that he ſhould do as the frigate did: and upon the Belle Poule's firing at the Arethuſa, he fired his guns into the Alert. Captain Fairfax immediately ran the Alert on board of him, and continued in that ſituation, in cloſe action, upwards of an hour; when the Coureur, being boarded by the Alert's crew, ſurrendered. The enemy had five men killed, and ſeven mortally wounded: the Alert had four men wounded, two of them mortally.

About nine o'clock, when the Hector conducted the Licorne into the fleet, the Admiral ſent Sir Charles Douglas to leeward in the Stirling Caſtle, to the Hector and America, to let their Captains know that it was his orders, that they ſhould bring her under the Victory's ſtern. Sir Charles Douglas was likewiſe charged by Admiral Keppel, to expreſs every civility to her Captain; to inform him, that the Admiral would ſee him when the ſhips and frigate got up to the fleet in the morning; and that, in the mean time, he would attend him, and take

take care that he ſhould not be moleſted. The Admiral was greatly ſurpriſed, about nine o'clock in the morning of the 18th, by obſerving, that the French frigate was ſeemingly going upon the other tack. One of the ſhips that was attending her fired a ſhot acroſs her; upon which ſhe diſcharged her whole broadſide and muſquetry into the America, at the very moment Lord Longford was upon the gunwale, ſpeaking to her Captain in the moſt civil ſtrain. Several of the ſhot ſtruck the America, and wounded four of her men. The French Captain then ſtruck his colours. It would have been but the juſt reward of his temerity, if Lord Longford had in return poured a broadſide into his ſhip; but, much to his credit, the prudence of that officer, and his humanity for the crew of the Licorne, prevailed over his reſentment againſt the French Captain.

When Admiral Keppel had duly conſidered the conduct of the Captains of the two French frigates, he judged it proper to ſend the Licorne to Plymouth: and though the behaviour of the enemy would fully have vindicated his making prize of every French ſhip he met with, even after this inſult, he ſuffered ſeveral of their merchant ſhips to paſs unmoleſted through his ſquadron to their different ports. Early in the morning of the ſame day, a ſhip was ſeen in the N. W. quarter, ſtanding for the fleet; but ſhe ſoon hauled away. On obſerving this, the Admiral ſent the Foudroyant, Courageux, and Robuſt, in purſuit of her: and ſoon after, the Milford frigate, which had been damaged by the Licorne ſheering on board of her, but was then repaired as well as time would permit, was ordered to follow them. On the 19th, the wind being very light and eaſterly, the Proſerpine joined the fleet, and was alſo directed to chace. Before twelve o'clock, the frigates and other ſhips had nearly got up with the chace; when the Admiral made the ſignal to bring her into the fleet. The French Captain, M. de Ranſanne, whoſe ſhip was the Pallas, a frigate of thirty-two guns and two hundred and twenty men, having no means of avoiding this order, ſubmitted. From the motives already

already mentioned, the Admiral judged it proper to ſend her alſo to Plymouth.

It redounded much to the honour of the French Court, that on board of each of theſe frigates there was found an order, ſigned by M. de Sartine, the Marine Miniſter, *not to moleſt that uſeful navigator Captain Cook, on any account whatever.* From the intelligence which Admiral Keppel received, that the French had a very ſuperior fleet ready to put to ſea, he returned to Spithead on the 26th of June, to wait for a ſufficient reinforcement.

On the 10th of July, the French King wrote a letter to the Duc de Penthievre, Admiral of France, authoriſing him to grant letters of repriſal, againſt all ſhips and veſſels belonging to the King of Great Britain and his ſubjects: but fourteen days prior to the date of that letter, his Moſt Chriſtian Majeſty had ſent orders to his Governors in the Weſt Indies, to commence hoſtilities againſt Great Britain in that quarter; and by which means the iſland of Dominica fell into their hands.

Thus war was commenced, without any formal declaration on either ſide. The three prizes taken by Admiral Keppel's ſquadron were condemned, purchaſed by Government, and added to the Royal Navy. The Pallas had her name changed to the Convert.

Admiral Keppel, having obtained certain information of the ſtrength of the fleet, which the French were fitting out with the greateſt diligence at Breſt, returned to St. Helen's on the 27th of June. Having watered and refitted his ſquadron, now augmented to thirty ſail of the line, he again put to ſea on the 9th of July,* and proceeded to the weſtward.

The French fleet, conſiſting of thirty-one ſail of the line, under the command of the Compte d'Orvilliers, who had under him Admirals the Compte du Chaffault and the Duc de Chartres,† put to ſea from Breſt on the 8th of July; and next day fell in with his Majeſty's frigate Lively, which had been ſent to cruize off that port. The Curieuſe cutter, commanded by

* See Note 109. † See Note 110.

by the Chevalier du Romain, was ordered by the French Admiral to give her chace, and ſoon came up with her, and ordered her to lie to. With this order, Captain Biggs poſitively refuſed to comply. The Iphigenia frigate of thirty-two guns coming up at this time, her Captain (M. de Kerſaint) alſo hailed the Lively, and deſired the Captain to come and ſpeak with his Admiral; but this requeſt he likewiſe refuſed. A broadſide was then poured into his ſhip; and, finding that all reſiſtance would be in vain, he ordered his colours to be ſtruck.

We come now to relate the particulars of an action between the Britiſh and French fleets, the conſequences of which battle employed, for ſome months, the ableſt pens in the nation; and unfortunately, raiſed a ſpirit of party which years have not been able entirely to extinguiſh. We have been at the greateſt pains to inveſtigate this important ſubject, in which two brave and excellent officers became ſo deeply involved. It cannot be denied, that both were intent to do their duty and ſerve their country to the utmoſt. Their unfortunate diſagreement on a particular point, in which perhaps both were to blame, is ever to be lamented: but that the victory gained over the enemy was not followed up as it might been, and which was fully intended and ardently wiſhed for by both, we hope to be able to demonſtrate, was not the fault of either Admiral Keppel or of Vice-Admiral Sir Hugh Palliſer, but proceeded ſolely from *the defect of proper ſignals*.

Admiral Keppel having got ſight of the French fleet on the 23d of July, uſed every endeavour to approach it on that and the three following days. But the French being to windward, and uniformly avoiding the Britiſh fleet, rendered all his efforts fruitleſs, till by a ſudden ſhift of the wind, and a dark ſquall which took the ſight of the fleets from each other, the Compte d'Orvilliers found himſelf in ſuch a ſituation as rendered at leaſt a partial action inevitable. It appears to have been theſe circumſtances, and theſe circumſtances alone, which brought on the battle of the 27th of July; which the French Admiral ſeemed inclined to render as indeciſive as poſſible, by coming

to

to action upon contrary tacks. From the conduct of the enemy's fleet, from the 23d to the 27th, Admiral Keppel had every reaſon to ſuppoſe that they expected to be reinforced; and he knew that they might at leaſt be rejoined by the two ſhips which had ſeparated from them on the evening of the 24th.* Actuated by theſe conſiderations, he thought it his duty to uſe every means to bring on an action. In conformity with this view, he carried all the ſail he could—conſiſtently with keeping his ſhips collected; and he reſolved to riſk ſomething in point of regularity of onſet, to diſappoint the deſigns of a flying enemy.

This was the general ſituation of affairs, when the French fleet were ſeen on the morning of the 27th of July as on the preceding days, about three leagues to windward of the Britiſh, ſtanding on the larboard tack, the wind about S. W. And this was alſo the tack upon which the Engliſh were, at day-break in the morning. Admiral Keppel continued preſſing on toward the enemy; and perceiving ſome part of Vice-Admiral Palliſer's diviſion not ſufficiently connected with the centre, between five and ſix o'clock in the morning made the ſignal for ſix or ſeven ſhips of that diviſion to chace to windward, in order to bring thoſe ſhips more toward him, and collect the force of the fleet, without loſing ground. About nine o'clock the French tacked or wore, and ſailed on the ſtarboard tack. But the wind about this time coming a little more ſoutherly, Admiral Keppel continued on the larboard tack, till a quarter paſt ten, when the Engliſh fleet tacked together by ſignal, and ſtood on the ſame tack upon which the French were. Soon after the Britiſh fleet had changed to the ſtarboard tack, to ſtand toward the enemy, the wind came two points to the weſtward, which brought the heads of the Britiſh ſhips in a direction for the ſterns of the French. In this ſituation the two fleets were, when the dark ſquall which hath been mentioned, prevented them from ſeeing each other for above half an

* The Duc de Burgogne of eighty, and Alexandre of ſixty-four guns.

an hour. When it cleared up, the French were found to have changed their poſition, and were endeavouring to form a line of battle ahead, upon the larboard tack. By the operation of wearing, and endeavouring to form the line, they found themſelves ſo much to leeward, that, inclined as the Britiſh were to come to action, the French could not avoid coming within gun-ſhot. Upon perceiving this dilemma, the Compte d'Orvilliers ordered his ſhips to ſteer from the wind, and approach the fleet of Britain. But it would appear, that the ſhips in the van of Admiral Keppel's fleet were not approached ſo near by the enemy as thoſe of the centre and rear, as they did not receive the ſame degree of damage; the reaſon ſeems to have been, that the French Admiral had been either ſo late in taking his reſolution to engage, or ſo unexpectedly forced to it, that the van of the French fleet had nearly paſſed the van of the Britiſh, before the headmoſt ſhips of the enemy ſteered from the wind to bring on the action. And if they had not thus ſailed large, it would only have been in Admiral Keppel's power, at that time, to have attacked their centre and rear. The two fleets accordingly paſſed upon contrary tacks, each of the Britiſh ſhips engaging ſuch part of the enemy's fleet, as came within reach of their guns; and a warm cannonade took place, though it was not of long duration: for, from the beginning to the end, the firing did not continue quite two hours. The action, on the part of the Britiſh, was an action in chace; on the part of the French, it ſeemed to have been brought on to avoid the diſgrace of a notorious flight. Very ſoon after all the ſhips of the Britiſh fleet had paſſed the French, Admiral Keppel made the ſignal to wear; changing to the larboard tack with his own ſhip, he ſtood toward the enemy. This ſtep, Vice-Admiral Harland had before taken; and Vice-Admiral Palliſer had alſo wore his ſhip very ſoon after he came out of action. In addition to theſe evolutions to renew the action, Admiral Keppel made the ſignal for a line of battle ahead, very ſoon after his ſhip was on the larboard tack. But the Commander in Chief of the Britiſh fleet perceiving that ſeveral of

his ſhips had received ſo much damage by ſhots between wind and water, as to render it impoſſible for them to change from the ſtarboard to the larboard tack to ſuſtain their Admiral; he was obliged to deſiſt from his intention, and to put his ſhip again upon the ſtarboard tack; edging down toward thoſe ſhips of his fleet, which ſeemed to be moſt diſabled, and which run the greateſt riſk of an attack by the enemy. Whilſt theſe changes of poſition were taking place in the fleet of Britain, the French were employed in changing from the larboard tack, to the ſtarboard, as it would appear, again intending to avoid a deciſive action, by ſtanding upon the tack contrary to that upon which they expected to meet the Britiſh. But the ſtate in which ſeveral of the Engliſh ſhips were, from ſhots received under the water line, by heeling to the wind in time of action, having obliged Admiral Keppel to return to the ſtarboard tack, to join and protect thoſe ſhips, counteracted the operation of the Compte D'Orvilliers, who thus found himſelf under the neceſſity of continuing upon the ſame tack with the Engliſh fleet. For had the French Admiral ventured another evolution, by wearing to the oppoſite tack, the contiguous ſituation of the Britiſh would have enabled Admiral Keppel to attack him in the moment of diſorder, before his line could have been formed. After the French had changed to the ſtarboard tack, they found that they could not weather, though they might have attacked the Britiſh fleet. They, therefore, to avoid action, ſailed from the wind, and formed a line of battle ahead, to leeward of the Britiſh. Admiral Keppel, in the mean time, did every thing in his power to form the ſhips in the order of battle. He ſent a frigate to Vice-Admiral Harland, to order him and his diviſion, to occupy the ſtation of van diviſion on the larboard, and of rear diviſion on the ſtarboard tack; as his ſhips had ſuffered leſs than thoſe of Vice-Admiral Palliſer; and as that was the part of the fleet which would be moſt expoſed to the attack of the enemy. He made the ſignal for the line of battle ahead; he made the ſignal for ſhips to windward to bear down in the Admiral's wake; and the ſignal for ſhips to get into their ſtations, to haſten the formation

tion of the line: and when he found that the enemy did not make the attack upon his rear which they might have done, he ſent another meſſage by a frigate to deſire Vice-Admiral Harland to reſume his proper ſtation in the line of battle, which was in the van of the fleet upon the ſtarboard tack. By Admiral Keppel bearing down to ſupport the ſhips to leeward, Vice-Admiral Palliſer, though his ſhip was not yet refitted, was brought nearly in his ſtation, and he continued ſo, as long as the Victory ſailed large; which was from a little paſt three till about five o'clock. But, when the Victory hauled her wind, that change of courſe brought the Vice-Admiral of the Blue, and the greateſt part of his diviſion, from being nearly aſtern, conſiderably to windward of their proper ſtations in the line of battle; and from hence proceeded the different repreſentations of the ſituation of that part of the fleet, on the afternoon of that day. Thoſe repreſentations were both right. They differed only as to time, which it is a very difficult matter to ſettle, when the perſons concerned were occupied in buſineſs ſo highly intereſting and important. It will be evident to every perſon converſant in naval evolutions, that a very little alteration of courſe in the Admiral's ſhip, muſt produce ſo great an alteration in the ſtations of the ſhips aſtern, as would require a conſiderable time to correct. And the derangement, and the time required to rectify it, muſt be increaſed in proportion to the diſtance from the Admiral's ſhip. The ſhips near the Victory would ſoon be able to gain her wake, becauſe they were near to the angle which ſhe made in changing her direction; but thoſe at a diſtance aſtern, had a larger ſpace to ſail before they could come into the line of her preſent courſe. When theſe poſitions are conſidered with attention, and the unſufficiency of the ſyſtem of ſignals to expreſs the Admiral's orders and intentions,* are deliberately weighed, we ſhall be at no loſs to

 account

* Admiral Keppel ſent three meſſages by frigates on the 27th of July, all which might have been diſtinctly communicated by ſignal, had he poſſeſſed a proper ſyſtem. In his examination, upon Vice-Admiral Palliſer's Trial, he ſays—"I gave a direction—where there was no ſignal, that is, no applicable "ſignal."—Admiral Keppel's own words.

account for the want of ſucceſs on that day, without attributing blame either to the Commander in Chief, or to the Vice-Admiral of the Blue, who ſeem both, as well as Vice-Admiral Harland, to have been actuated by an earneſt deſire to ſerve their country. Admiral Keppel certainly intended, and did every thing in his power, to collect his ſhips, in order to renew the battle, which undoubtedly would have been done, had the ſhips of the fleet been brought together, in ſuch a manner, as to give any reaſonable hope of making an impreſſion on the enemy. But by the time which was loſt, firſt in diſcovering that ſome of the ſhips were diſabled from changing to the larboard tack, with the conſequent extenſion of the fleet by the ſhips thus ſtanding on contrary tacks; and afterwards by the different meſſages, which, from the want of proper ſignals, the Admiral was obliged to ſend to the two Vice-Admirals, conſuming ſo many hours, it became impoſſible for him to renew the action before the cloſe of the day. The ſignal for the line of battle ahead was continued even during the night, with the ſignal for ſhips to bear down in the Admiral's wake; and the ſhips formed as faſt as poſſible: the Admiral continuing ſuch a courſe and ſail as ſeemed moſt proper to keep way with the enemy's fleet. Their lights were ſeen even till day-light next morning. But the Compte d'Orvilliers, ſenſible of what muſt have been the iſſue of a ſecond conteſt, bore away before the wind about eleven o'clock at night, leaving three of his ſhips to carry the ſame lights which his flag-ſhips bore, the more readily to deceive the Britiſh into an opinion, that he intended to renew the action in the morning. At day-light on the 28th, the body of the French fleet was only to be ſeen from the maſt head. The three ſhips which had been left, alſo made ſail toward their own coaſt, which was now only about twenty-five leagues diſtant. Admiral Keppel made the ſignal for ſome of his ſhips to chace; but concluding that all hopes of overtaking them were at an end, he recalled thoſe ſhips, and preferring a ſpeedy re-equipment to a vain and fruitleſs purſuit, he ſtood toward Plymouth with his fleet to refit, that he might as ſoon

as

as poſſible be ready again to proceed to ſea in queſt of the enemy.

So much has been ſaid, and ſo many pages have been written, upon the ſubject of the action of the 27th of July, that we cannot conſider ourſelves, as having diſcharged the duty which we owe to the Public, if we do not endeavour to give our readers ſome idea of what appears to have been the true reaſon, why a French fleet, ſomething inferior, was able to eſcape the fleet of Britain, after having ventured to abide the fate of an action. We have related the principal and indiſputable facts in as conciſe a manner as poſſible; it remains to collect the cauſe of the miſcarriage from the account which hath been given. But before we proceed, it may be proper to remind the reader, that we have declared it to be our opinion, that the flag-officers, and we now add all the Captains of the Engliſh fleet, appear to us to have done their utmoſt to ſerve their country, and ſubdue the enemy on the day of battle. Therefore ſome other cauſe, than the faults of the officers, muſt have operated powerfully to the diſadvantage of Britain on that important occaſion.

In conſidering and criticiſing the conduct which has been purſued by the Commanders in Chief of fleets or armies in battles, nothing is ſo eaſy as to conceive and ſuggeſt other means than thoſe which were uſed to ſubdue an enemy. And if ſuggeſting new modes of management were the principles upon which an officer's conduct was to be examined, the moſt able, the moſt brave, muſt be found deficient. But if a Commander has behaved with courage, and has clearly done the utmoſt which his ability would admit, reaſon and juſtice will acquit him of blame, generoſity and wiſdom will applaud his conduct. In all actions, but particularly in actions by ſea, time is of the utmoſt importance, every moment is ineſtimably precious. Half an hour loſt may be the infallible loſs of a battle; and leſs than half that time may render an attack impoſſible. The favourable inſtant once paſt, can never be regained. If the Commander in Chief of a fleet cannot direct

all the neceſſary movements of his ſhips, and make known his deſigns, without the delay which muſt attend ſending frigates to the ſubordinate commanders, it is impoſſible that he can communicate his intentions with ſufficient diſpatch, or ſeize on the moment which enſures victory. This appears clearly to have been the caſe with Admiral Keppel. In the morning of the 27th of July he wanted to draw the ſhips which were to leeward more to windward; and to collect the fleet, in proper order, without loſing ground, by bearing away from the enemy. For this particular purpoſe, the Admiral had *no ſignal*, he therefore made the one which was moſt applicable; and that was, for thoſe ſhips to chace to windward. But there are two ways of chacing to windward. In maritime language, by long boards, or by ſhort boards, that is by ſtanding a longer or ſhorter time upon each tack. This muſt be left to the diſcretion of the different Captains, who would be guided by what they conceived to be the intentions of the Admiral in giving the order; which in this caſe he had not a ſignal to communicate. Of the conſequences of this ſignal Vice-Admiral Palliſer complained, as it ſeparated ſome of the ſhips of his diviſion from him in battle. And this might be unfortunate for him, ſo far as it might tend to leave his flag with fewer ſhips; but certainly was not imputable as blame to the Commander in Chief, who could not foreſee a battle at the time thoſe ſignals were made; and who endeavoured to do what was highly proper at that time by the very beſt means in his power.

As ſoon as the fleet was out of action, Admiral Keppel made the ſignal to wear, wore his own ſhip, and ſtood toward the French. Had he poſſeſſed a ſignal, to inquire into the injury his ſhips had received; and had they been furniſhed with proper ſignals to communicate their particular condition, each ſhip would have made known the damage it had ſuſtained, to the Commander in Chief, in a few minutes. By this information, Admiral Keppel would have judged exactly of the force he ſhould be able to bring againſt the enemy: and the ſhips of the fleet would not have been ſeparated from each other, by the

the Admiral and many of them ſtanding toward the enemy for near two hours, whilſt others were obliged to ſtand from their Admiral, and from the French, by the damages they had ſuſtained. Thus were the ſhips of the Britiſh fleet extended to ſo great a diſtance from each other, that they could not be properly collected by the Admiral's ſignals, for the whole of the remainder of the day; notwithſtanding he certainly made uſe of every means in his power. And it is to be remarked, that this extenſion of the ſhips was owing to Admiral Keppel's earneſt deſire immediately to renew the battle; which he found it impoſſible to effect, though he had run ſome riſk, by too great ſeparation, in order to accompliſh it.

According to the eſtabliſhed order of battle, when the Commander in Chief was on the larboard tack, ſtanding toward the enemy, the ſtation of the Commander in the third poſt was in the van; and when Admiral Keppel wore to the larboard tack, and hoiſted the ſignal for the line of battle ahead, Vice-Admiral Palliſer's place was ahead of the Admiral. But the mode of making the ſignals on that day, prevented this important order for the line ahead from being communicated; becauſe, by the Admiral's ſhip, and the repeating frigate, both ſtanding toward the Vice-Admiral of the Blue, it could not be diſcerned from his ſhip; and in conſequence he ſtood on toward the Commander in Chief, who ſoon after wore, to join that part of the fleet which could not follow him. By this defect in ſhewing ſo important a ſignal, a Flag-Officer was led to ſtand directly from the poſt which was allotted him; not through any fault or neglect, but becauſe, as he was ſituated, the ſignal for his direction could not be ſeen.

As the ſhips of Vice-Admiral Palliſer's diviſion had come laſt out of action, and were moſt ſhattered; in order to give them time to refit, and preſent the leaſt damaged part of the fleet to the firſt attack of the enemy, Admiral Keppel wiſhed to order Vice-Admiral Harland, and his diviſion, to occupy the ſtation in the van of the fleet, upon the larboard tack. For this purpoſe he had *no ſignal*; and was therefore obliged

to ſend a frigate with a meſſage to the Vice-Admiral of the Red. The difference of time, between an order by meſſage, and an order by ſignal, muſt always be very conſiderable; and that time was loſt upon this occaſion.

After Admiral Keppel had wore back again to the ſtarboard tack, and found that the enemy did not make any attack, but were forming their line to leeward, he judged it proper that Vice-Admiral Harland ſhould re-occupy his proper ſtation in the van. For this order he had *no ſignal*; and he was again obliged to ſend a frigate to the Vice-Admiral of the Red. There was a farther loſs of time by this ſecond meſſage; and the order was requiſite, becauſe the inſtant the Admiral perceived that the ſhips of Vice-Admiral Harland's diviſion were no longer neceſſary aſtern, it muſt have been of importance that they ſhould reſume their proper ſtation in the van of the fleet.

In the general idea which has been formed of this battle, very little regard has been paid to the time loſt in ſending the two meſſages which have been mentioned. But in all the accounts, the third meſſage, which was ſent by the Fox frigate to the Vice-Admiral of the Blue, and which was induced by the ſame inability of communicating the requiſite directions *by ſignal*, appears to have been reckoned of the utmoſt importance. In the two former meſſages, the diſtance and ſituation of Vice-Admiral Harland's ſhip might favour their delivery; but in ſending to Vice-Admiral Palliſer, a very conſiderable time muſt have been loſt, becauſe the frigate had firſt to wear, and afterwards to tack, before ſhe could arrive at the Formidable. The moſt accurate mode of aſcertaining this time, appears from the account given of the ſituation of the ſhips, as obſerved in the repeating frigate; and by judging what time ſuch a ſhip will take to wear, make ſail, tack, and proceed about four miles, ſailing at the rate of about ſix miles an hour. From this mode of computation we conclude, that the delay in this inſtance, between giving this order by ſignal, and by meſſage, muſt have been at leaſt an hour.

Having

Having thus recapitulated theſe material circumſtances, we ſhall proceed to aſcertain the whole time which was loſt by the want of proper ſignals upon this momentous occaſion. But it muſt be previouſly conſidered, that the great difficulty lay in collecting the ſhips, ſo as to renew the battle. It did not depend upon the exact formation of the line, but upon bringing the ſhips into any connected form, ſo as to enable them to ſupport each other. The cauſe of the extenſion of the fleet, after it came out of action, hath been explained to have happened from the ſhips ſtanding upon contrary tacks; and, unfortunately, it was this circumſtance which firſt diſcovered to the Commander in Chief, the nature of the damage which they had ſuſtained. Had not the ſhips been thus extended, they would have remained nearly in the ſame form in which they had engaged the enemy; and the loſs of time, to collect and arrange them anew, would have been avoided. Thus the whole conſequent derangement, and all the delays which enſued, may be imputed to the Admiral's want of information by ſignal of the actual ſtate of his ſhips. If it is admitted, that three hours were loſt by the unfortunate circumſtance of the ſhips ſtanding upon contrary tacks for above half that time; then there muſt be added an hour for the two meſſages to Vice-Admiral Harland; and an hour more for that which was ſent to Vice-Admiral Palliſer; making in all five hours, imputable to the ſole cauſe of wanting proper ſignals upon this important day. From the united teſtimony of thoſe who were preſent with Admiral Keppel on the day of battle, and from his own declarations, the action would undoubtedly have been renewed, had there been but one hour more of day-light, after the meſſage was delivered to Vice-Admiral Palliſer. It follows that, by poſſeſſing a proper ſyſtem of ſignals on this occaſion, at leaſt four hours might have been gained, and ample time afforded the Admiral to re-commence and continue the engagement. And at this time, as the fleets were circumſtanced, it is more than probable, that the fate of a battle would have been

been determined, which muſt, at that period, have eventually decided the fate of a war.

The defects or impropriety of the ſignals having thus appeared clearly to be the true and the ſole cauſe of the miſcarriage, which diſappointed the reaſonable hopes of Britain on this critical and weighty occaſion; we may be juſtified in obſerving, that if an Admiral cannot command all the neceſſary movements of his ſhips by ſignal on the day of battle, he is not upon a footing with an enemy who poſſeſſes that advantage; and even with better ſhips, better men, and more experienced commanders, he may be foiled in his expectations of victory; if not defeated from his want of the means to direct and to perform the neceſſary evolutions with his fleet. It would appear that, in the action of the 27th of July, the French in this reſpect had the advantage of the Britiſh; ſince they accompliſhed their object, which was to avoid a deciſive action: whilſt our Admiral failed in his oppoſite endeavour of bringing about this event. In the operations of both fleets, the agency was *ſignals*. To this important ſubject the French government have certainly paid more attention than the Admiralty of Britain; they have availed themſelves of modern improvements; but the ſignals furniſhed to the Britiſh fleet were of a very ancient date. If we may venture to offer an opinion on this very important, though ſo much neglected ſubject, we would ſuggeſt, from the obvious defect of the Britiſh ſignals on this occaſion, that a proper ſyſtem of ſignals would require, in the firſt place, that every ſignal made by the Commander in Chief ſhould, at all times, be ſo repeated or conveyed through the fleet, that it muſt be known to be abroad. Secondly, that he ſhould be enabled completely to communicate his intentions to the commanders of ſquadrons, diviſions, or of ſingle ſhips; and to order any part of his fleet, or any individual ſhip, to ſteer upon what particular point of the compaſs he may think proper. And laſtly, that after an action, information might be communicated to him of the particular loſs and injury which every ſhip has ſuſtained, that he might be competent to

judge

judge what efforts he could make with the force under his command, and what meaſures he ought to purſue. Had Admiral Keppel poſſeſſed a ſyſtem of ſignals equal to theſe neceſſary purpoſes, there does not remain a doubt, that the 27th of July would have proved one of the moſt glorious days ever recorded in the annals of Britain.

Having ſaid ſo much upon the defects of the ſignals, which were made uſe of upon this occaſion, in juſtice to the Admiral who commanded we cannot fail to obſerve;—that no part of the blame of not poſſeſſing a proper ſyſtem could be imputable to him. He made uſe of thoſe which were furniſhed to the Engliſh Navy by the Commiſſioners of the Admiralty; with additions made by ſome of the ableſt ſea-officers, who had preceded him in naval commands. The ſeaſon of active ſervice is by no means the moſt favourable time for digeſting a plan of ſignals; nor are the ableſt naval commanders, though poſſeſſing profeſſional ſkill and abilities in a very eminent degree, neceſſarily qualified for ſuch an undertaking, which ſeems to require talents of a very peculiar nature, joined to a certain train of experience, as well as habits of great attention to ſuch an abſtract and comprehenſive ſubject. It is perhaps theſe circumſtances which have retarded the progreſs of knowledge in this important concern. It was unfortunate for Admiral Keppel, it was doubly unfortunate for the nation, that no better ſignals were furniſhed upon ſo weighty an occaſion. In a former part of the Naval and Military Memoirs, we have had repeated occaſion to mention the ſame ſubject:* it is with the utmoſt regret, that we ſtill find ourſelves obliged to add, that this iſland has an undoubted right to expect that the moſt active diligence, and the higheſt degree of profeſſional ſkill, ſhall be exerted upon ſo important a matter; that the blood and ſkill of her active ſeamen may not be ſpent in vain, through negligence and inattention. The ſignals which were uſed by Admiral Keppel, have remained in nearly the ſame ſhamefully defective ſtate ſince the reign of James the Second; notwithſtanding

* See vol. i. pages 196 and 223.

ſtanding the rapid progreſs of improvement in all the other branches of naval knowledge, not only in this country, but in all the maritime ſtates of Europe. We have underſtood, that former ſucceſſes have been produced as arguments in oppoſition to what hath been urged againſt the ſignals which have been ſo long in uſe. But thoſe ſucceſſes were almoſt always the conſequences of great ſuperiority in the force, or were obtained by a few ſhips. When one fleet has the advantage of another, by a conſiderably ſuperior force, the aſſailants may act in the moſt diſorderly manner, and yet be ſure of victory; becauſe the inferior force generally avoids battle, and endeavours to eſcape; and in ſuch attempts irregularity and confuſion enſue. But in all other caſes where the fleets have been large, and the force nearly equal, experience hath uniformly ſhown, that a diſability of performing the neceſſary evolutions has been attended with infallible diſadvantage. In ſquadrons conſiſting of but few ſhips, ſignals appear to be of leſs importance than in great fleets, becauſe there is not the ſame degree of difficulty in making them perceptible, nor is it required to manage ſquadrons and diviſions; and becauſe the operations of a few ſhips are ſimple; whereas thoſe of a great fleet muſt neceſſarily be complicated. For theſe reaſons, whilſt the Britiſh fleets were greatly ſuperior to thoſe of their enemies, or conſiſted of but a few ſhips, the defects of the ſignals were imperceptible, and attended with no bad conſequences. But when the fleets of Britain were oppoſed by equal, or ſuperior force, and were neceſſarily compoſed of a great many ſhips, divided and ſubdivided, the importance of ſignals was augmented in an increaſed proportion, and the want of a proper ſyſtem in the caſe of Admiral Keppel, became obvious and fatal at the ſame moment.

In this action, ſeveral of the Britiſh ſhips ſuffered very much, both in their hulls and rigging. The number of killed and wounded, in Sir Robert Harland's diviſion, was forty-three men killed, and one hundred and forty-four wounded; in Admiral Keppel's diviſion, twenty-two men were killed, and forty-

forty-five wounded; and in Sir Hugh Palliſer's, ſixty-eight men were killed, and one hundred and eighty-ſix wounded. Twenty of the latter were hurt by ſome powder blowing up on board the Formidable. This accident was occaſioned by a man having a cartridge under his arm when he fired his gun. In all, one hundred and thirty-three men were killed, and three hundred and ſeventy-five wounded.* That the Formidable ſhould have ſuffered more than any of the other ſhips is the leſs to be wondered at, when it is conſidered, that ſhe was longer in action than any ſhip of the fleet, Sir Hugh Palliſer having ordered his mizen-top-ſail to be kept aback for that purpoſe, as he paſſed along the French line.

The French had ſix officers and one hundred and fifty-ſeven men killed; and twenty-three officers and four hundred and ninety-ſix men wounded. Among the latter was the Compte du Chaffault, who was ſeverely wounded; and his ſon the Chevalier du Chaffault, who had the ſmall bone of his leg broken.† The ſhips of the enemy which ſuſtained moſt damage were La Bretagne, La Couronne, Le Sphinx, L'Amphion, and La Ville de Paris.

From Admiral Keppel's public letter,‡ it appears, that he entertained hopes, that the enemy would have waited for him and renewed the action next day, and that he took his meaſures accordingly: but great was his ſurpriſe, at day-break on the morning of the 28th, when it was perceived, that the enemy had ſo greatly increaſed their diſtance, that only three of their ſhips were viſible from the quarter-deck, and then bore on the lee quarter of the Britiſh fleet; and that the remainder of their ſquadron could be ſeen only from the maſt-heads of the headmoſt ſhips. The three French veſſels, neareſt the Britiſh fleet, were ſuppoſed to be ſome of their crippled ſhips: and, at five o'clock, the Admiral made the ſignal for the Duke, Prince George, Bienfaiſant, and Elizabeth, to give them chace. He conſidered theſe, as the moſt proper ſhips in his fleet for ſuch a ſervice; but it was ſoon intimated to him, that the Prince

* See Note 111. † See Note 112. ‡ See Note 113.

Prince George and Elizabeth had received ſo much damage in their maſts, that they were unable to carry ſufficient ſail, to afford the leaſt hopes of their coming up with the enemy. On looking round his fleet, he could find no ſhips in a proper condition to replace theſe two in a partial chace, far leſs to warrant his ordering a general one. The chacing ſhips were therefore recalled: and it was fortunate that this meaſure was adopted, as it could have anſwered no purpoſe to continue the chace. So far were the three ſhips of the enemy, which they were ordered to purſue, from being crippled, that they were afterwards found to be the beſt ſailing ſhips in the enemy's fleet, left behind as a decoy. The truth is, that M. d'Orvilliers found his ſhips had been ſo roughly handled on the 27th, that he dreaded the conſequences of renewing the battle on the 28th, and determined to retire to Breſt: but that he might conceal his deſign from the Britiſh, he had ordered three of his beſt ſailing ſhips to keep aſtern, and to diſplay the uſual lights of the three French Admirals; while, with the reſt of his fleet, he made ſail towards the French coaſt. In the morning, his three ſhips followed him with a preſs of ſail. As the day advanced, the wind became quite favourable for M. d'Orvilliers gaining his point; ſo that before the fleet of Britain could have come up with him, he would have reached the French coaſt. Admiral Keppel conſidering the crippled ſtate of the ſhips under his command, in their maſts and ſails; and apprehending, that if he ſhould perſevere in the purſuit, and if the wind ſhould blow hard, he might, on the lee ſhore of the enemy, be involved in dangers from which it might be extremely difficult to extricate himſelf; judged it prudent to return to England to have his fleet properly repaired, and fitted for carrying on the public ſervice with vigour and effect.

He arrived with his fleet at Plymouth the 31ſt of July: and having got his ſhips in a proper ſtate for ſea, he again ſailed to the weſtward, with thirty ſail of the line and ſix frigates, on the 23d of Auguſt; and on the 11th of September was joined by

by the Suffolk, Defence, and Egmont.* In this cruize, the Admiral had not the good fortune to fall in with the enemy's fleet. M. d'Orvilliers failed from Breſt on the 18th of Auguſt, and ſteered for Cape Fineſterre, where he continued to cruize for ſome time; then altering his ſtation, ſteered to the northward, kept the ſea until the 20th of September, and then re-entered the port of Breſt. The fleet of Britain twice gave chace to the Reflechée of ſixty-four guns, and muſt certainly have taken her, had it not been for the interpoſition of fogs, under cover of which ſhe made her eſcape. Several of the enemy's merchant ſhips from the Weſt Indies, with very valuable cargoes, were made prizes: and the Admiral, having received intelligence that the French fleet was cruizing in latitude 43° 30′, ſent the Fox and Porcupine frigates, at different times, in queſt of it. The latter parted from the fleet on the 20th of September; and next day, in latitude 44° 46′, took a French Eaſt India ſhip from China, called the Modeſte, which proved a very valuable capture. Not ſeeing the enemy's fleet, Captain Finch proceeded to Plymouth with his prize.

The Fox frigate was not ſo fortunate; for in her ſearch after the French fleet, on the 10th of September, while ſhe was in chace of a ſhip and a ſloop, the weather being frequently thick and ſqually, a large French frigate was perceived in the north eaſt, bearing down upon her. Captain Windſor ſhortened ſail, and a warm action ſoon commenced, which laſted three hours and a half. The Fox having loſt all her maſts, ſeveral of her guns being diſabled, eleven of her men killed, and forty-nine wounded, ſome of them mortally, was forced to ſtrike to the Junon of thirty-four guns, twenty-eight of which were twelve pounders and ſix ſix pounders, and three hundred and thirty-three men, commanded by the Viſcount de Beaumont. The Junon, from her great ſuperiority, ſuffered but little in the action. The Fox was carried into Breſt, where the ſick and wounded had the greateſt care taken of them. Captain Windſor was ſo ſeverely wounded in the right arm, that he was

* See Note 114.

was unable to write, and Mr. Bertie, his Firſt Lieutenant, at his requeſt, informed the Admiralty of this gallant but unfortunate action. Admiral Keppel, not having been able to find the French fleet, returned to Spithead on the 28th of October.

The moſt delicate and diſagreeable ſubject, that occurs throughout theſe Memoirs, now falls under conſideration. From the praiſes beſtowed by Admiral Keppel, in his public letter of the 30th of July, on the Admirals, Captains, and officers, who ſerved under him, the nation had the pleaſure to imagine, that the greateſt harmony had ſubſiſted among the Commanders, although their endeavours had not been attended with all the ſucceſs which there was reaſon to expect. To ſtate the unhappy miſunderſtanding which, at this time, took place between Admirals Keppel and Palliſer, is a taſk extremely difficult. It is a ſubject, on which the rage of party flamed with ſuch unprecedented violence, that it is almoſt impoſſible, even now, to enter on its detail, without incurring the ſuſpicion of partiality. Diſclaiming ſuch a charge, acknowledging that, in ſome inſtances, blame attached to both parties, and far from wiſhing to offend either of them, it ſhall be the peculiar care of the Writer of theſe Memoirs, to preſent his readers with a ſimple and concife narrative of facts, without attempting to bias their judgment. By examining, with the attention which he thinks they may deſerve, all the authentic papers and publications to which this unhappy controverſy gave riſe, and which are ſtill in the hands of the public, every one ſhall be left to form an opinion for himſelf, on the merits of the queſtion.

It is well known, that Admiral Keppel and Sir Hugh Palliſer were attached to oppoſite parties in the Britiſh Senate, of which they were both members. The latter being cloſely connected with Adminiſtration, was at that time one of the Lords Commiſſioners of the Admiralty, Lieutenant-General of Marines, and Governor of Scarborough Caſtle. He was likewiſe ſuppoſed to poſſeſs in a high degree, the confidence of the Firſt Lord of the Admiralty. On the contrary, the former was looked

looked upon as an officer forced on the Miniſtry, who owed his being employed in that expedition to his popularity with the nation in general; in whoſe opinion, as well as in that of the ſervice to which he belonged, he ſtood very high. In theſe two particulars, the Admiral and Vice-Admiral were peculiarly happy; for both were regarded as officers of great bravery and merit. Unfortunately for Britain, both of them were in a great meaſure driven from her ſervice, and their very ſuperior abilities loſt to their country, by the officious conduct of a perſon who has never yet preſumed to avow his name. Under the maſk of a feigned ſignature, this perſon intended to give a mortal ſtab to Adminiſtration and their adherents, by imputing the ſafety of the French fleet, on the 27th of July, ſolely to the miſconduct of Sir Hugh Palliſer; who, he averred, had not obeyed the ſignals of Admiral Keppel, and had thereby prevented that officer from attacking the enemy in the afternoon of that day. This attack upon the character of Sir Hugh Palliſer, appeared in a paragraph in a newſpaper, called the Morning Intelligencer, of the 15th of October. Happy had it been for the nation, as well as for the ſea ſervice, if it had never appeared; as the accuſation could anſwer no good purpoſe, and has been productive of the moſt miſchievous conſequences. Had the miſbehaviour of Sir Hugh Palliſer been as groſs as the author of that paragraph affirmed it to be, it is not likely that the public ſhould have remained ignorant of it, from the 27th of July to the 15th of October; or that Admiral Keppel would have again gone to ſea with an Admiral, who had behaved ſo unlike an officer in ſight of the whole fleet.

A perſon feeling the conſciouſneſs of innocence, which Sir Hugh Palliſer moſt certainly did in a very high degree, could not fail to be greatly hurt, by becoming the object of ſo groundleſs an aſperſion. He waited impatiently until Admiral Keppel came to London, when he made known to him the calumnies that had been caſt upon his character, and requeſted him to ſign a paper, contradicting aſſertions ſo hurtful to his reputation. This paper, he wiſhed to inſert in one of the newſ-

papers, for the purpoſe of ſilencing the ſlanders that had been ſo induſtriouſly circulated againſt him. But here, the demon of party rage, which extinguiſhes every noble principle in the human breaſt, unfortunately interpoſed, and exerted her malevolent influence. This requeſt was refuſed, as it appeared to be derogatory to the dignity of the Commander in Chief of a great fleet, to contradict an anonymous author in a newſpaper. An interview took place between the two Admirals; which, far from tending to heal their difference in opinion, rather foſtered mutual ſuſpicions of each other, which accelerated the progreſs of this miſunderſtanding to a very diſagreeable iſſue. On the one hand, the Vice-Admiral was led to believe, that by being refuſed what he deemed a reaſonable requeſt, the aſſertions injurious to his reputation were ſanctioned by Admiral Keppel. On the other hand, the Admiral ſuſpected, that Sir Hugh Palliſer was acting by the advice of his principal friends and ſupporters, and that by artfully getting him to ſign a vindication of his conduct, might furniſh the Miniſtry with a pretext for transferring the whole blame to himſelf. He was, beſides, unwilling to comply with the wiſhes of a party, which he had no reaſon to conſider as friendly to him. Thus both became irritated, and were carried lengths which, perhaps, the kind interpoſition of a few diſpaſſionate friends might have prevented. Fortunate indeed it would have been, if, by ſuch means, two men had been reconciled, whoſe actions had frequently redounded to their own and to their country's honour.

On the 14th of November, Sir Hugh Palliſer publiſhed, in the newſpapers, a vindication of himſelf; in which he affirmed, that he was not the cauſe of preventing the French fleet from being attacked on the 27th of July: and in proof of his aſſertion, accompanied it with a long detail of what had occurred on board the Formidable on that day. On the 2d of December, when the navy eſtimates came before the Houſe of Commons, in a Committee of Supply, a Member ſaid, that the action of the 27th of July demanded an inquiry. Admiral Keppel ſpoke in his own vindication, and did not exculpate the Vice-Admiral from

from what had been alledged againſt him; but declared, that after the ſtep he had taken, of giving an account of the action in a newſpaper, he would never ſail with him again. This determined Sir Hugh Palliſer to accuſe the Admiral, and to impute to his miſconduct the unſucceſsful termination of the action of the 27th of July: and accordingly, on the ninth of December following, he ſent five charges againſt him to the Board of Admiralty.* After conſidering them, the Board ſent them, in the evening of the ſame day, to Admiral Keppel, with notice to prepare for his trial.

When this proceeding came before the Houſe of Commons, the conduct of the Board of Admiralty was ſeverely reprehended, as precipitate in the extreme; and it was alledged, that they ought to have conſidered well, whether or not a Court-martial ſhould have been granted at all. Several naval officers, Members of the Houſe, whoſe names reflect honour on their profeſſion, ſpake in terms of high approbation of both the Admirals, and lamented the unhappy difference between them. Some of them remarked, that the anonymous libel which had appeared in the Morning Intelligencer, and of which Sir Hugh Palliſer had complained to Admiral Keppel, ſhould have been diſregarded by him as beneath his notice.

The public papers were daily filled with letters and paragraphs relating to this unfortunate buſineſs: and the whole kingdom was put in a ferment about it. Admiral Keppel was, of all the flag-officers, moſt eſteemed by the people, and alſo highly reſpected in the navy. To theſe circumſtances it muſt be added, that his numerous great connections and political friends, who ſtrongly adhered to him on this occaſion, made the ſtep taken by Sir Hugh Palliſer appear extremely unpopular; and that on the 30th of December, the Duke of Bolton, Admiral of the White, preſented a very ſtrong Memorial to the King, ſigned by himſelf and eleven other Admirals, relative to the conduct of the Board of Admiralty in this affair.†

On account of the delicate ſtate of Admiral Keppel's health,

* See Note 115. † See Note 116.

an act of Parliament was paſſed, before the Chriſtmas receſs, for having his trial on ſhore, inſtead of holding it on board of ſhip, as the former act had ordered. It accordingly commenced, on the ſeventh of January, 1779, at the Governor's houſe in Portſmouth. The Court-martial was compoſed of Sir Thomas Pye, Knt. Admiral of the White, Preſident: Vice-Admirals Buckle and Montagu; Rear-Admirals Arbuthnot and Roddam; Captains Milbank, F. S. Drake, Parry, Bennet, Boteler, Moutray, Duncan, and Cranſton. Judge Advocate, Mr. Jackſon.* The Court continued ſitting until the 11th of February, when they pronounced ſentence.†

The acquittal of Admiral Keppel gave great ſatisfaction at Portſmouth; the town was illuminated: and the ſame ſpirit ſpread all the way to London, where the bonfires, illuminations, and other demonſtrations of joy, exceeded all deſcription. It would have been well, if this ſpirit had exhauſted itſelf in harmleſs expreſſions of gladneſs: but the mob, getting drunk, committed the moſt ſhameful outrages. After ſhowing great inſolence, they proceeded to break the windows of ſeveral noblemen and gentlemen whom they ſuſpected to be friends of Sir Hugh Palliſer, forced their way into the houſes of Lord Sandwich, Lord North, and others; greatly damaged the furniture, and were with much difficulty driven out by a party of the military. In Pall Mall, they completely demoliſhed the houſe of Sir Hugh Palliſer, who made his eſcape juſt in time to ſave his life. Such proceedings could bring honour to no party. The friends of Admiral Keppel carried every thing before them: and although moſt of them were in the party denominated the oppoſition, or the minority, they ſucceeded in procuring a vote of thanks of both Houſes of Parliament to the Admiral. This honour was conferred unanimouſly by the Houſe of Lords; and with only one diſſenting voice in the Houſe of Commons. The Lord Mayor and Aldermen of London

* We ſhall not take up the reader's time with a detail of the proceedings of the Court-martial, but refer him to the trial, as publiſhed by authority.

† See Note 117.

don alſo voted him the freedom of the city; which was, by their orders, preſented to him in a box made of heart of oak.

Sir Hugh Palliſer perceiving ſuch a tide of popularity againſt him, reſigned his office at the Board of Admiralty, and his place of Lieutenant-General of Marines; and alſo, vacated his ſeat in Parliament for the borough of Scarborough in Yorkſhire.

On the 3d of April, the Lords Commiſſioners of the Admiralty ſigned an order for the trial of Sir Hugh Palliſer, Bart. Vice-Admiral of the Blue, by a Court-martial at Portſmouth. This order was addreſſed to Vice-Admiral Darby, ſecond in command at that place. The trial commenced on board the Sandwich man of war, in Portſmouth harbour, on Monday, April 12th, 1779. The Court was compoſed of George Darby, Eſq; Vice-Admiral of the Blue, Preſident: Robert Digby, Eſq; Rear-Admiral of the Blue; Captains Sir Chaloner Ogle, Knt. Richard Kempenfelt, Joſeph Peyton, William Baine, Mark Robinſon, Adam Duncan, Samuel Cranſton Goodall, James Cranſton, Robert Linzee, John Colpoys, and George Robinſon Walters: George Jackſon, Eſq; Judge Advocate.

The Commiſſion from the Admiralty, for trying the Vice-Admiral, ſet forth:—"That as there appeared ſeveral circumſtances, in the minutes of the trial of Admiral Keppel, "of a criminating nature againſt Vice-Admiral Sir Hugh "Palliſer, which required a very ſerious inveſtigation, they "direct the Court-martial to inquire into theſe circumſtances." It was ſigned SANDWICH.
J. BULLER.
LISBURNE.
MULGRAVE.

The Judge Advocate produced the original minutes of Admiral Keppel's trial; and aſked the Court, Whether the trial ſhould proceed upon particular criminating parts, or upon the minutes at large? The reſolution was, to try the priſoner on the minutes at large.

The trial cloſed on the 3d of May: when, after two days conſideration, on the 5th, they pronounced ſentence.*

* See Note 118.

After ſo unbiaſſed a teſtimony in favour of a brave man, it might have been reaſonably expected, that this diſagreeable affair would have come to an end, and that the ſpirit of reſentment would have dropped; but quite the reverſe was the caſe. When Sir Charles Hardy, Governor of Greenwich Hoſpital, died, his Majeſty conferred that office on Sir Hugh Palliſer, as ſome recompence for the ſacrifices he had made: and during the prorogation of Parliament, a vacancy happening by death for the borough of Huntingdon, Sir Hugh was elected member for that place. He had not long taken his ſeat, when an attack was made on him, and on the Miniſter for the Marine Department, for conferring on him the office of Governor of Greenwich Hoſpital. This was done on the 4th of December, 1779, by the Hon. Charles James Fox; who, after a ſpeech of conſiderable length, ſaid, that he hoped that the ſentence of the Court-martial, who tried Sir Hugh Palliſer, would be moved for after the holidays: at which time he did not ſcruple to avow, that his firſt principal motive for it was, that the Firſt Lord of the Admiralty had promoted an honourable gentleman, who had been convicted of having preferred a malicious and ill-founded charge againſt his ſuperior officer, &c. This ſpeech was anſwered in a very able manner by Lord North. As ſoon as he ſat down, Sir Hugh Palliſer roſe, and after a ſhort but very pertinent preface, requeſted the leave of the Houſe to read a few thoughts and obſervations, which he had committed to paper, as ſome defence of the moſt injured character in the kingdom; well knowing how unqualified he was to ſpeak in public, both from want of cuſtom and want of abilities. This requeſt was granted: and the Vice-Admiral read one of the ableſt performances, that was ever heard within the walls of the Houſe of Commons. It was ſoon after printed. Sir Robert Smith moved, that a copy of the minutes of the trial of Vice-Admiral Sir Hugh Palliſer, and the ſentence paſſed on him, be laid before this Houſe; and his motion was ſeconded and carried. On the firſt of February, 1780, Mr. Fox brought his motion againſt the Earl of Sandwich, for the appointment

appointment of Sir Hugh Palliſer to be Governor of Greenwich Hoſpital. He made a long and able ſpeech in ſupport of his motion; nor were the anſwers made to it in the courſe of the debate any way inferior to it. Sir Hugh Palliſer again ſpoke in his own vindication: and moſt of the principal ſpeakers in the Houſe took a ſhare in the debate. Lord North moved for an amendment to Mr. Fox's motion; which was agreed to, the votes being two hundred and fourteen againſt one hundred and forty-nine.

We will not preſume to obtrude this diſagreeable buſineſs on the reader any farther; but beg leave to refer ſuch as wiſh for more particular details to the trials at large, which were printed by authority.

This unfortunate war, between the parent ſtate and its North American colonies, produced inſtances of depravity in individuals, that are rarely to be met with in hiſtory. This year affords one of a wretch, who, without any motive of reſentment, took up arms againſt Britain, with the view of enriching himſelf by the depredations he hoped to make at ſea; and obtaining the command of a privateer, put to ſea under the American flag of thirteen ſtripes. This miſcreant was a John Paul. He had been employed about the Earl of Selkirk's as an under gardener; but, on account of diſhoneſty, had been diſmiſſed his Lordſhip's ſervice with diſgrace. He then betook himſelf to ſea, and made ſeveral voyages to the Weſt Indies, where he got the command of a veſſel. He was at Piſcataway ſoon after the rebellion broke out; and being of no eſteem among his own countrymen, that he might conceal his being a Britiſh ſubject, he aſſumed the name of Paul Jones. Taking a violent part in favour of the enemy, being thought a perſon of an enterpriſing ſpirit, and repreſenting the mighty feats which he could perform on the coaſt of Scotland, with which he was well acquainted, he got the command of a rebel privateer at that place. She was called the Revenge, mounted eighteen carriage guns, beſides ſwivels, and had a crew of one hundred and fifty men. He appeared off the Scottiſh coaſt

early in the month of April, and made ſeveral prizes, which he ſent to Breſt. His next exploit was an attempt to burn the ſhipping in the harbour of Whitehaven. This he tried on the 23d of April: and his plan would have ſucceeded to his wiſh, if one of his people, whom he landed on this ſervice, had not deſerted and alarmed the inhabitants. About three in the morning, his boats landed thirty men without being obſerved. They ſpiked the guns on the batteries, laid matches on board of ſeveral veſſels, to which they ſet fire and then made off. As ſoon as the deſerter perceived the boats put off, he knocked at ſeveral doors in Marlborough-ſtreet, and warned the people of their danger. The alarm was immediately ſpread, the people turned out in great numbers, and fortunately came in good time to extinguiſh the flames. By the delay of a few minutes, not the ſhipping only, but the whole town would have been in a blaze: and as it was dead low water, their deſtruction would have been inevitable. Several veſſels, however, were much ſcorched. From the coaſt of Cumberland, he ſteered towards that of Scotland; and on the ſame day, between ten and eleven, he landed a ſtrong party at St. Mary's Iſle, (the ſeat of Lord Selkirk) about two miles from the town of Kirkcudbright. His deſign was to have ſeized on his Lordſhip's perſon, and to have revenge for being turned off from his ſervice, either by carrying him off priſoner, or by extorting from him a large ranſom. The party ſurrounded the houſe, and being diſappointed in their prize, three or four fellows, each with two piſtols at his ſide, a muſquet and fixed bayonet, entered it. They deſired to ſee the Lady of the houſe; and upon her appearing, with a mixture of rudeneſs and civility, they told her who they were, and inſiſted that all the plate in the houſe muſt be immediately delivered to them. Lady Selkirk behaved with great compoſure and preſence of mind. She gave orders that the plate ſhould be immediately delivered to them; and Mr. Jones's men marched off with it, without making any farther demands. On the ſame evening, the privateer came off the entrance of Belfaſt Loch, and made prize

of

of ſeveral fiſhing veſſels. His Majeſty's ſloop the Drake, of fourteen guns and one hundred men, commanded by Captain George Burdon, was at anchor a little above Carrickfergus. This officer miſtaking the privateer for a merchant ſhip, ſent his boat to preſs her men. Jones detained the boat, and ſtood out to ſea. The Drake followed, and on coming up with the privateer, a ſhort action took place; but the darkneſs of the night ſeparated them. Next morning it was renewed: and after a very warm engagement, which laſted an hour and five minutes, the ſloop was obliged to ſtrike. Captain Burdon and his Lieutenant were killed, and twenty-two men were killed or wounded. The Drake had alſo one of her topmaſts ſhot away. During the action, Jones kept all his priſoners in irons; but as ſoon as it was over, he put them into the fiſhing boats he had taken, and ſent them on ſhore.

Jones then proceeded with his prize to Breſt, where he met with two mortifications. He made a moſt pompous report of his cruize to Dr. Franklin, the rebel agent at Paris; but inſtead of beſtowing on him the commendations he expected, the Doctor reprobated, in the ſevereſt terms, the plundering of Lord Selkirk's houſe; and even deſired that the ſtolen goods might be reſtored. On inſpection, the ſilver work was found to be of little value, being moſtly plated.

The Jupiter of fifty guns, commanded by Captain Reynolds, (now Lord Ducie) in company with the Medea of twenty-eight guns, commanded by Captain James Montagu, being on a cruize off the iſland of Sazargo, at one o'clock in the afternoon of the 20th of October, with a weſterly wind, gave chace to a ſhip to leeward. About ſix in the evening, the Jupiter got cloſe alongſide, and began a very briſk action, which the chace returned with great ſpirit: but after the combat had continued for two hours, the the enemy's ſhip dropped aſtern, and Captain Reynolds being cloſe in with the land, was under the neceſſity of hauling off, in order to clear it. At this time, the night being very dark, and blowing freſh, the enemy made off, and Captain Reynolds loſt ſight both of his antagoniſt and of the Medea, which had raked

raked the enemy's ſhip once or twice during the action. The Jupiter had three men killed, three mortally and eight ſlightly wounded; and her maſts, yards, ſails, and rigging, a good deal damaged. Captain Reynolds put into Liſbon to repair the Jupiter; and was there informed, that the ſhip he had engaged was the Triton, a French ſhip of war mounting ſixty-four guns, commanded by M. de Ligondier, and that ſhe had thirteen men killed and thirty wounded in the action.

A conſiderable ſquadron was got ready, the command of which was given to Commodore Rowley. It was ordered out to reinforce the fleet at the Leeward Iſlands, and was to take under its protection a fleet of Eaſt India Company's ſhips, ſo far as their voyages lay together. That they might run no riſk of being attacked by any detachment from the enemy's fleet at Breſt, a ſtrong ſquadron, under the command of Lord Shuldham, was ordered to ſail in company with the ſhips under Commodore Rowley, and to ſee them fairly into the weſtern ocean. The whole put to ſea from Spithead on the 26th of December;* but moſt unfortunately, on the 28th, when off the Berry-head, it then blowing a freſh breeze, the fleet under cloſe-reefed topſails, the wind at S. W., his Majeſty's ſhip the Ruſſell being near the London Eaſt India ſhip, and Commodore Drake finding that he could not weather her, they being on contrary tacks, bore away; at which time, the London clapped her helm a-weather, and the two ſhips ran on board of each other with great violence. The London had her bowſprit and fore-maſt carried away, and her bow ſtove in. She was otherwiſe ſo much damaged, that ſhe ſunk† in half an hour

* See Note 119.

† On board the London was a valuable jewel, (a pearl). The proprietor had given a conſiderable ſum of money for it, but did not know the full extent of its value, until it was ſhewn to ſome gentlemen of the Royal Society. It was ſent to Peterſburg, and there offered to the Empreſs for one hundred and ſixty thouſand rubles, which were refuſed. A few minutes before the London went down, Captain Daniel Webb, (her Commander) recollecting that he had ſuch an article under his care, at the hazard of his life, ſtepped into his cabin and ſaved it. It was ſaid, that the proprietor, when informed of ſuch a ſingular piece of ſervice, in gratitude made a voluntary offer to the Captain of a conſiderable ſhare of the jewel, which he generouſly refuſed.

hour after the accident: and of one hundred and ſixty or ſeventy people ſhe had on board, only ſixty were ſaved. Upon the London making the ſignal of diſtreſs, every ſhip near endeavoured, as much as poſſible, to aſſiſt her. In addition to this truly melancholy diſaſter, a man of war's boat, which had ſaved near a dozen of the London's crew, in attempting to ſave more of them, unfortunately got directly over the place where the London ſunk, was drawn down by the ſuction of it, and all on board periſhed. More of this unfortunate crew might have been preſerved, if, in hope of being able to ſave the ſhip, they had not kept too long at the pumps. The Ruſſell, which had her cut-water and head carried away, and her bowſprit ſprung, ſaved fourteen of them; but ſhe was ſo much damaged, that the Admiral ſent her back to Portſmouth to be repaired.

The ſucceſs of his Majeſty's cruizers this year was conſiderable, in capturing a number of very valuable French merchantmen; and alſo Dutch ſhips, which had warlike ſtores on board, or produce of the French colonies. Captain Henry Trollope, who commanded the Kite cutter, drove aſhore a large French ſhip near the cliffs of Calais, and deſtroyed her. He took ſeven valuable prizes in one cruize; among which was De Vreyheid, a Dutch ſhip of ſix hundred tons, laden with maſts and planks, bound for Breſt, and valued at 40,000l. On aſſurance being given to the maſter, that his ſhip ſhould be reſtored, and his freight paid, he acknowledged the cargo to be French property. The Shafteſbury privateer took Le Guyenne of ſeven hundred tons, and twenty-ſix guns, from Martinico to Bourdeaux, having on board one thouſand hogſheads of ſugar, beſides coffee, tobacco, and indigo, the whole valued at 50,000l. The Sarah privateer of Liverpool took the Aimable Magdalina, from Guadaloupe to Nantz, with a cargo of ſugar, coffee, cotton, ſixteen thouſand lbs. of ivory, upwards of twenty thouſand dollars, valued altogether at 40,000l. The following liſt will ſhow, that the loſs of the French Eaſt India

India Company, which they ſuſtained in the courſe of a few months, was great beyond example:

	Prizes.	*From whence.*	*By whom taken.*	
1	Modeſte,	China,	Porcupine.	
2	Firme,	Pondicherry,	Tartar and Alexander privateers,	Liverpool.
3	Gaſton,	Bengal,	Henry and Two Brothers do.	do.
4	Compte d'Artois,	Mauritius,	Minerva and Ranger do.	Briſtol.
5	Carnatic,	Ben. & Pondi.	Mentor,	
6	Deux Amis,*	China,	Knight, } privateers	do.
7	Iris,*	Mauritius,	Townſide, }	
8	Duc d'Aiguillon,	China,	Reſolution privateer of Guernſey.	
9	Aquilon,†	———	Peter do.	Liverpool.

The loſſes ſuſtained this year by his Majeſty's navy were conſiderable. The Minerva of thirty-two guns; the Fox and Active of twenty-eight guns each; the Lively of twenty guns; the Helena, Senegal, Zephyr, Drake, and Ceres ſloops; the Thunder bomb-ketch; the Hinchenbroke armed veſſel; Alert and Folkeſtone cutters; and the York and Enterprize tenders, were taken by the enemy. The Mermaid was drove aſhore by the enemy on Cape Henlopen, and wrecked. The Juno, the Orpheus, and Lark of thirty-two guns; Cerberus of twenty-eight guns; the King's-fiſher ſloop, and ſome gallies of eight guns each, were burnt at Rhode Iſland, to prevent them falling into the enemy's hands. There the Flora of thirty-two guns and Falcon ſloop were ſunk, for the ſame reaſon. The Swift ſloop was burnt off Cape Henry, alſo for the ſame reaſon. The Somerſet of ſixty-four guns was wrecked on Cape Cod. The Arethuſa of thirty-two guns was wrecked on Molines iſland, near Uſhant. The Cupid, the Zebra, the Falcon, the Diſpatch, the Spy, and Otter ſloops, foundered or were wrecked in North America. The crews of the Falcon and Diſpatch periſhed along with the ſhips. The Swallow ſloop foundered coming from the Eaſt Indies, and all on board periſhed. The Minerva, Lively, Helena, Senegal, Zephyr, and Ceres, were in the courſe of the war retaken.

SHIPS

* Were both wrecked on the Welch coaſt.

† Retaken.

SHIPS ADDED TO THE ROYAL NAVY THIS YEAR.

Ships.	*Guns.*	*Ships.*	*Guns.*
Alexander,	74	Raleigh,	32
Alfred,	74	Medea,	28
Culloden,	74	Pomona,	28
Jupiter,	50	Reſource,	28
Janus,	44	Amphitrite,	24
Convert,	32	Hyæna,	24
Licorne,	32	Hydra,	24
Sartine,	32		

1779.

IT cannot fail to be as diſagreeable to the real friend of his country, as to the Writer of theſe Memoirs, to find the enemies of Britain yearly increaſe, as ſhe grew more exhauſted with the bloody and expenſive conteſt ſhe had with her American colonies, which had, unfortunately for both parties, laſted but too long. The Parliament met on the 25th day of November, 1778: and from the King's Speech to both Houſes, the nation clearly ſaw, that ſo far from being freed from the calamities of war in which they were involved, there appeared but too great a probability of their being ſoon engaged in an additional conteſt, with the two principal branches of the Houſe of Bourbon. His Majeſty ſaid, that he had called them together at a conjuncture which demanded their moſt ſerious conſideration: for in the time of profound peace, without pretence of provocation, or colour of complaint, the Court of France had not forborne to diſturb the public tranquillity, in violation of the faith of treaties, and of the general rights of Sovereigns; at firſt by the clandeſtine ſupply of arms and other aid to his revolted ſubjects in North America; afterwards by avowing openly its determination to ſupport them, by entering into formal engagements with the leaders of the rebellion; at length by committing open hoſtilities and depredations

dations on his faithful ſubjects, and by an actual invaſion of his dominions in America and the Weſt Indies. He truſted, that it was unneceſſary for him to aſſure them, that the ſame care and concern for the happineſs of his people, which induced him to endeavour to prevent the calamities of war, would make him deſirous to ſee a reſtoration of the bleſſings of peace, whenever it could be effected with perfect honour, and with ſecurity to the rights of this country.

In the mean time, he had not neglected to take the proper and neceſſary meaſures, for diſappointing the malignant deſigns of its enemies, and alſo for making general repriſals: and although his efforts had not been attended with all the ſucceſs, which the juſtice of the cauſe, and the vigour of the exertions which had been made, ſeemed to promiſe; yet, the extenſive commerce of his ſubjects had been protected in moſt of its branches, and large repriſals had been made upon the injurious aggreſſors, by the vigilance of his fleets, and by the active and enterpriſing ſpirit of his people.

His Majeſty farther obſerved, that the great armaments of other powers, however friendly and ſincere their profeſſions, and however juſt and honourable their purpoſes may have been, muſt neceſſarily engage their attention: and that it would have afforded him very great ſatisfaction to have informed them, that the conciliatory meaſures, planned by the wiſdom and temper of Parliament, had had the deſired effect, and brought the troubles in North America to a happy concluſion.

In this ſituation of affairs, his Majeſty ſaid, that the national honour and ſecurity called loudly upon them for the moſt active exertions; and that he had no doubt of their heartieſt concurrence and ſupport: for, added he, "from the "vigour of your councils, and the conduct and intrepidity of "my officers and forces by ſea and land, I hope, under the "bleſſing of God, to derive the means of vindicating and main-"taining the honour of my crown, and the intereſts of my "people, againſt all our enemies."

With

With the increaſe of enemies, the violence of faction did not ſubſide; and the addreſſes in both Houſes were not carried until after very warm debates, in which the conduct of Miniſtry was the object of ſevere animadverſion. It would have been well for the country, if theſe diſputes had been productive of no worſe conſequences; but the violence of party rage was ſuch, that in the attacks made on the meaſures of the Miniſter, the weakneſs of the State was ſo fully expoſed to the view of its enemies, that they could not fail to avail themſelves of the diſcovery. The addreſs in the Houſe of Commons was carried by two hundred and twenty-ſix againſt one hundred and ſeven. In the Houſe of Lords, the Firſt Lord of the Admiralty was warmly aſſailed on the ſtate of the navy. He denied that its condition was ſo bad as had been repreſented; and owned, that Adminiſtration had been much too ſlow both in naval and military preparations; but attributed this tardineſs, partly to the nature of the Government, partly to a miſtaken lenity, and partly to the affording a greater degree of credit to the aſſurances of other powers, than the event had warranted. In this Houſe the addreſs was carried, upon a diviſion, by a majority of ſixty-ſeven againſt thirty-five. The minority propoſed to negative the whole of it.

In the courſe of this ſeſſion, ſeventy thouſand men were voted for the ſea-ſervice, including ſeventeen thouſand three hundred and eighty-nine marines: and the ſum total of the ſupplies granted by Parliament, amounted to 15,729,654l. 5s. 4d.*

The Court of Madrid having now made every preparation for war, and ſent inſtructions of its hoſtile intentions to all their Governors in America, thought it high time to throw off the maſk. It had indeed taken ſuch ſteps, and ſhewed ſuch ſtrong attachment to the Court of Verſailles, that a public declaration of its deſign to break with Great Britain was ſcarcely a matter of ſurpriſe. On the 30th of October, 1778, it had publiſhed a very intereſting declaration, which might be conſidered

* See Note 129.

ſidered as an indirect approbation of the commercial treaty between France and the rebellious colonies of North America: but it was not until the 16th of June following, that the Marquis d'Almodovar, the Spaniſh Ambaſſador at London, delivered to Lord Weymouth, by order of his Catholic Majeſty, a reſcript, in which he recited the various cauſes of complaint which he had againſt Great Britain; and ſtated, that he had often applied in vain for redreſs, and was therefore determined no longer to refrain from doing juſtice to himſelf and his ſubjects, but to make uſe of the powers which the Almighty had put into his hands, for obtaining by force, the reparation of injuries, which he could not otherwiſe procure.* It is well known, that the ſpecious reaſons, held out to the world by the King of Spain, as the cauſes of his adopting hoſtile meaſures, were not his real motives for this conduct. The fact was, that the Court of Spain was not inclined to go to war with Britain at this time; but that the treaties into which it had entered with France, and the unceaſing importunities of the French Miniſtry for the fulfilment of theſe treaties, dragged it, with reluctance, into the conteſt. If the Britiſh navy had been in the ſtate in which it ought to have been, Spain would, in all probability, have relinquiſhed her alliance with France rather than have entered into a war, in which ſhe had much to loſe and little to gain. Another ſtrong reaſon for her joining France at this time, will afterwards fall under our notice.

On the 17th of June, a Meſſage was ſent from the King to both Houſes of Parliament, informing them of the reſcript delivered to Lord Weymouth, by his Catholic Majeſty's Ambaſſador; and ſtating, that in conſequence of that communication, he had not only recalled his Ambaſſador from the Court of Madrid, but had alſo taken the proper meaſures for repelling ſuch an unjuſt attack. Both Houſes returned the moſt affectionate and loyal addreſſes; aſſuring his Majeſty, that they would ſtand by him with their lives and fortunes, and ſupport him againſt all his enemies. On the 19th of June, a proclamation

* See Note 121.

mation was iſſued for making repriſals on Spain; and at the ſame time another, containing regulations for the diſtribution of prizes, during the continuance of hoſtilities with that country. The King prorogued the Parliament on the 3d of July; and on the 9th, a proclamation was iſſued, which informed the public, that intelligence had been received of an intended invaſion of the kingdom by the forces of France and Spain, gave orders to the proper officers to watch the ſea-coaſts with the greateſt care, and authoriſed them, upon the firſt approach of the enemy, immediately to remove all horſes, oxen, cattle, and proviſions to places of ſecurity, at a proper diſtance from the place where the enemy might effect a deſcent.

Government took every precaution in its power to defeat the enemy's deſigns. Every ſhip fit for ſea was put in commiſſion; ſeveral old ones were fitted up, manned with a draught of old ſailors from Greenwich Hoſpital, and placed as floating batteries at the entrances of the rivers Thames and Medway. In England, the Dukes of Rutland and Ancaſter, and the Earls of Winchelſea and Harrington, ſhewed a laudable example, each of them raiſing a regiment of a thouſand men. The corps raiſed by the three firſt of theſe patriotic noblemen, were given to officers of long ſervice and diſtinguiſhed merit. Several other regiments were raiſed, ſome of which were given to veteran officers. The Earl of Harrington, as ſoon as his regiment was completed, embarked with it for the iſland of Jamaica; and continued to ſerve there, until the concluſion of the war. A ſmall corps of dragoons was raiſed by Major Holroyd, (now Lord Sheffield): and regiments of infantry, (fencibles which had rank in the army while they continued embodied, but which were not to quit the kingdom) were alſo raiſed by the Earl of Fauconberg, the Hon. George Auguſtus North, Sir Thomas Egerton, (now Earl of Wilton) and Major Liſter, (now Lord Ribbleſdale). The Weſt India merchants ſubſcribed money for Government to raiſe a regiment for the defence of the iſland of Jamaica.

In Scotland, the ſame military ſpirit prevailed. The Dukes

of Hamilton, Gordon, Argyle, and Athole, the Earl of Seaforth, and Lord Macdonald, each patroniſed the raiſing of a regiment; and the cities of Edinburgh and Glaſgow raiſed each a battalion at its own expence: but the blindneſs of party rage prevented the city of London from imitating their example. That the nation ſhould not be deſtitute of defence, while thoſe brave men were ſerving their country, and fighting her battles abroad, the Dukes of Buccleugh, Gordon, and Argyle, and the Counteſs of Sutherland, raiſed each a regiment of fencibles of a thouſand men.

Many of the principal cities and towns in Great Britain offered large bounties, for ſeamen and able-bodied landmen to enter on board his Majeſty's fleet. In conſequence of theſe bounties, a conſiderable number of volunteers were obtained: but the exigencies of Government were unfortunately ſo great, that it became neceſſary to have recourſe to the odious and unconſtitutional mode of impreſſing ſeamen into the ſervice. The man who could deviſe a ſcheme, by which this deteſtable meaſure could be avoided, and the navy manned wholly by volunteers, would deſerve the higheſt reward his country could beſtow. By theſe means, in the courſe of a fortnight, no fewer than ſix thouſand five hundred and ſeventy-nine men* were obtained, as appeared by the returns made to the Admiralty, excluſive of what were raiſed in Scotland and Ireland.

The

* London,	517	Briſtol,	640
The Thames to the Sea,	200	The Ports on the north and ſouth Side of the Briſtol Channel,	382
Ipſwich,	46		
Harwich,	30		
Lynn,	126	The Ports of Cornwall,	380
Yarmouth,	370	Plymouth,	180
Hull,	420	Exeter, &c.	390
Newcaſtle,†	326	Bridport, Poole, Weymouth, &c.	500
Whitehaven,	382	Spithead and Portſmouth,	200
Liverpool,	442	Ports from thence to Margate,	760
Lancaſter,	142		
Cheſter,	96	Total,	6579

† On the 2d of July, orders arrived from the Admiralty, for the diſcharge of all the keelmen and pilots impreſſed from protections.

The East India Company were not behind hand in giving every support to Government: for at a General Court, held at their house in Leadenhall-street, June 23d, three resolutions were unanimously agreed to, viz.—First, That this Court do forthwith offer a bounty of three guineas each to the first two thousand able seamen, two guineas each to the first two thousand ordinary seamen, and one guinea and a half to the first two thousand able-bodied landmen, who shall voluntarily enter themselves to serve on board his Majesty's fleet, from and after this 23d day of June: and that the said respective bounties be paid over and above all other bounties whatsoever, and without fee or deduction. Second, That this Company, at their own expence, and with all possible dispatch, do cause to be built three ships of war, of seventy-four guns each, with masts and yards, to be delivered to such officer as his Majesty shall appoint to receive them.* Third, That a Committee be appointed to prepare and draw up an humble address to his Majesty, to express our duty and affection, and to convey these resolutions to the throne.

As the French had been very active in sending two powerful reinforcements to their fleet in the West Indies, one of which proceeded by the coast of Africa, where it did a great deal of mischief, it was absolutely necessary to dispatch Commodore Rowley thither, with a strong squadron. They had also been dispatching single ships to the East Indies, where it seemed probable that they intended gradually to collect a large naval force. To counteract their designs in that part of the world, Sir Edward Hughes was sent out early in the spring, with seven sail of the line, two frigates, a sloop and two bombs, with orders to call at Senegal and Goree in Africa; and if possible, to reinstate the British settlements there.

Rear-Admiral Gambier being ordered home from New York, Rear-Admiral Arbuthnot was appointed to the command of his Majesty's fleet employed in America, and took along with him four sail of the line, a fifty gun ship, and a

* These ships were named the Ganges, Bombay Castle, and Carnatic.

frigate. This ſquadron was long detained by contrary winds in Torbay; and when it put to ſea proceeded a conſiderable way to the weſtward, in company with a ſtrong ſquadron under the command of Vice-Admiral Darby. Vice-Admiral Byron and Rear-Admiral Barrington having returned to England, from their commands at the Leeward Iſlands, were replaced by Vice-Admiral Hyde Parker, who continued in the command there until the arrival of Admiral Sir George Brydges Rodney. A very ſtrong fleet was aſſembled at Spithead early in the ſpring: and when the trial of Admiral Sir Hugh Palliſer was finiſhed, Admiral Keppel and Vice-Admiral Sir Robert Harland obtained leave to ſtrike their flags; and this fleet was put under the command of Admiral Sir Charles Hardy, having under him Rear-Admirals Sir John Lockhart Roſs and Digby. Several ſmall ſquadrons* were alſo ſtationed on different parts of the coaſt, to prevent the enemy from landing troops.

On the 29th of March, in purſuance of his Majeſty's pleaſure, the following Flag-Officers of the fleet were promoted, viz.

George Mackenzie, Matthew Barton, Eſqrs. Sir Peter Parker, Knt. the Hon. Samuel Barrington, Rear-Admirals of the Red; and Mariot Arbuthnot, Robert Roddam, George Darby, and John Campbell, Eſqrs. Rear-Admirals of the White, to be Vice-Admirals of the Blue.

James Gambier, William Lloyd, Francis William Drake, Eſqrs. Sir Edward Hughes, K. B. Hyde Parker, Eſq; Rear-Admirals of the Blue, to be Rear-Admirals of the Red.

The following Captains were alſo appointed Flag-Officers of his Majeſty's fleet, viz.

John Evans, Mark Milbank, Nicholas Vincent, John Storr, Eſqrs. Sir Edward Vernon, Knt. to be Rear-Admirals of the White.

Joſhua Rowley, Richard Edwards, Thomas Graves, Robert Digby, Eſqrs. and Sir John Lockhart Roſs, Bart. to be Rear-Admirals of the Blue.

Captains

* See Note 122.

Captains John Elliot, Hon. Robert Boyle Walſingham, and William Hotham, were appointed Colonels of Marines, in the room of Admirals Rowley, Graves, and Digby.

Admiral Sir Thomas Pye, Knt. ſucceeded Vice-Admiral Sir Hugh Palliſer, Bart. as Lieutenant-General of Marines.

His Majeſty was pleaſed, on the 15th of January, to confer the honour of Knighthood on Captain Andrew Snape Hamond of his Majeſty's ſhip Roebuck; likewiſe, on Captain Hyde Parker of his Majeſty's ſhip Phœnix, for the gallant ſervices they had performed in North America.

On the 17th of April, his Majeſty was pleaſed to appoint John Earl of Sandwich, John Buller, Eſq; Lord Charles Spencer, Wilmot Earl of Liſburne, Henry Panton, Eſq; Conſtantine John Lord Mulgrave, and Robert Man, Eſq; (the laſt in room of Sir Hugh Palliſer, who had reſigned) to be Commiſſioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.

On the 6th of July, the ſame Board was again appointed, with the exception of Lord Charles Spencer, in whoſe place Bamber Gaſcoigne, Eſq; was named.

The office of Firſt Lord of Trade and Plantations, the duties of which had for ſome time been performed by the Secretary for the American Department, was again disjoined from that office, and Frederick Earl of Carliſle appointed to it.

A partial change in Adminiſtration took place on the 24th of November, Henry Earl Bathurſt being appointed Lord Preſident of the Privy Council, in room of Earl Gower; and Wills Earl of Hillſborough appointed one of his Majeſty's Principal Secretaries of State, in room of Lord Viſcount Weymouth, both of whom had reſigned.

We now proceed to give an account of the naval and military operations, which fall within the plan of this work, in the different quarters of the globe, for the year 1779, beginning with the Eaſt Indies.

EAST INDIES.

On the 14th of March, a detachment of the Eaſt India Company's troops from Tillicherry, under the command of Colonel Braithwaite, was ſent againſt the French ſettlement of Mahie on the Malabar coaſt. On the 16th, the Colonel ſent a ſummons to the Commandant of that place, requiring him to ſurrender; but a poſitive refuſal to this demand being received, a battery was begun to be erected by the ſeapoys, on an eminence within three hundred yards of the enemy's neareſt poſt: and on the 19th, (before it was ready to open) a flag of truce came out, with propoſals for ſurrendering the place and its dependencies. By the terms of capitulation, private property was to be protected: in the evening of that day, the Company's forces were put in poſſeſſion of the fort, and on the day following, of all the places in the neighbourhood dependent on it. After this conqueſt, the French had not a flag flying in India.

The French having at various times detached ſingle ſhips of the line to their iſlands of Mauritius and Bourbon, with a view of collecting a large naval force in India, Government was under a neceſſity of ſending out a ſtrong ſquadron, under the command of Sir Edward Hughes,* for the protection of the Eaſt India Company's ſettlements, as well as of their trade. He ſailed from Spithead the 7th of March, and had orders to endeavour to retake our ſettlements on the coaſt of Africa, of which the French had recently diſpoſſeſſed us.

AFRICA.

A French ſquadron, under the command of the Marquis de Vaudreuil,† arrived off the mouth of the river Senegal on the 30th of January. On board of this ſquadron was a detachment of land-forces, under the command of M. de Lauzun, which

* See Note 123. † See Note 124.

which being landed, marched towards Fort Louis. This fort is built on an iſland, about twelve miles from the bar, at the entrance of the river. Unable, from the weakneſs of its garriſon, to make reſiſtance, Mr. Stenton, its Governor, propoſed to capitulate. Its garriſon were made priſoners of war; and the French found in it, twenty-ſix pieces of braſs and fifty-ſix of iron ordnance, ten mortars, and eight patteraroes.—All the Britiſh ſettlements up the river likewiſe fell into their hands. M. de Lauzun made Fort St. Louis the chief French ſettlement on the African coaſt, and removed moſt of the artillery, ammunition, and even moſt of the garriſon from the iſland of Goree. While M. de Vaudreuil was employed in taking and deſtroying the remainder of the Britiſh ſettlements on that part of the coaſt, he ſent ſome frigates, under the command of the Chevalier Pontevez, againſt Fort James in the river Gambia. They arrived there on the 11th of February; and as the garriſon was very ſmall, the place ſurrendered at diſcretion, on the firſt ſummons. In the fort, they found forty-eight pieces of cannon, three mortars, and a conſiderable quantity of proviſions and military ſtores: and in the river, they made prizes of ſeventeen veſſels, many of which were laden with negro ſlaves, elephants teeth, and other articles of traffic to a great amount. They ſent a ſmall veſſel thirty leagues up the river above the fort, where they took poſſeſſion of ſuch Britiſh ſettlements as had not been abandoned and deſtroyed on hearing of their approach. On the 6th of March, the Chevalier proceeded with his frigates to the Iſles de Los, near the mouth of the river Sierra Leona, took and deſtroyed the Britiſh factory ſituated on one of theſe iſlands, and ſpiked the cannon which protected it. M. de Vaudreuil, having attained the object of his expedition, proceeded with his ſquadron acroſs the Atlantic, and joined M. d'Eſtaing at Martinico.

Soon after the departure of the French, Sir Edward Hughes arrived with his ſquadron on the coaſt. He found no difficulty in retaking the iſland of Goree, and making the people on it priſoners. The enemy intended to have demoliſhed the works

on that iſland; but he arrived in time to prevent the execution of their deſign. He landed cannon, ammunition, and ſtores, and put the place in the beſt condition of defence that time and circumſtances would permit. Finding that he could make no impreſſion on Fort St. Louis in Senegal river, he left four companies of the regiment of Royal Welſh Volunteers at Goree, and proceeded on his voyage for the Eaſt Indies.

The French having ſent a ſhip of the line and two frigates, to eſcort ſome veſſels with troops and ſtores to their ſettlements on the coaſt of Africa, landed them at Senegal; and immediately after that, made an attempt on the iſland of Goree. But before they commenced their cannonade, their Commodore ſent aſhore the following meſſage:

"*On board the King of France's ſhip the Heros,*
"*Nov. 14th,* 1779.

"SIR,

"THE King, my Maſter, has given me orders to take the "place you command; I come to demand the ſurrender there-"of. I know you have very little force; and your ſituation, "which is not ſufficient to reſiſt the force I have to oppoſe. "You may depend upon the beſt treatment on my part, for "yourſelf and garriſon: or elſe, Sir, I let you know, I ſhall "uſe all the laws and the rigour that war authoriſes. I have "the honour to be, in perfect conſideration, Sir, &c.

"LE ROY DE LA GRANGE."

"*To Monſieur, Commander of the*
"*Fort of Goree, at Goree.*"

To which the following anſwer was ſent:

"*Goree, Nov. 14th,* 1779.

"SIR,

"IT is inconſiſtent with my duty to give up the garriſon of "Goree, intruſted to my care by his Britannic Majeſty: I am "there-

"therefore determined to defend it to the laſt extremity.

"GEORGE HERBERT ADAMS,

"*Lieut. Gov. and Captain of the Prince of Wales's Regt.*"

"*To M. Le Roy de la Grange, Brigadier*

"*of the Naval Armies of France.*"

Next day, he made his attack with his ſhip and two frigates; and continued the cannonade for three hours. The garriſon could bring only three guns to bear on them; but theſe were ſo well directed, as to oblige the enemy to ſheer off.

WEST INDIES.—LEEWARD ISLAND STATION.

VICE-ADMIRAL BYRON made repeated attempts to put to ſea from Rhode Iſland harbour. In theſe, ſeveral of his ſquadron ſuffered much: and in one of them the Sultan was nearly wrecked by ſtriking on a rock, but was ſaved by the ſuperior abilities of her Commander, Captain Fielding, and his officers. At laſt, however, he effected his purpoſe on the 14th of December, 1778; but the prevailing winds were contrary, and blew with ſuch violence, that while they lay at anchor off Newport, many of his ſhips parted their cables and loſt anchors. The fleet encountered much bad weather on its voyage to the Weſt Indies; and in a hard gale at ſouth on the 18th, attended with an uncommonly high and tumbling ſea, in which all the ſhips rolled and pitched exceedingly, it received conſiderable damage. In this gale, the Trident had her main-maſt ſprung ſo very badly in four places, that it would bear only a a jury top-maſt; the Fame was diſmaſted, and the Diamond frigate was left in charge of her. The Vice-Admiral, with the remainder of his fleet, arrived at the iſland of St. Lucia, and formed a junction with Rear-Admiral Barrington on the 7th of January.

M. d'Eſtaing, who, by his numerous frigates, obtained early intelligence of Admiral Byron's approach, withdrew his whole force from St. Lucia on the 29th of December, and retired under

under the protection of the fortifications of Fort Royal harbour in the iſland of Martinico. While Vice-Admiral Byron was refitting his ſquadron, he ſtationed ſome of his beſt ſailing frigates, to watch the motions of the French fleet; and ordered the Carysfort, Maidſtone, and Ariel frigates, belonging to the American ſquadron, and then refitting at Antigua, to join him. As the Ceres and Weaſel ſloops, belonging to the Weſt India ſquadron, had unfortunately fallen into the enemy's hands, he was obliged to ſend the Pearl frigate to England with his diſpatches.

The French Admiral, it is ſuppoſed, having received very exaggerated accounts of the ſhattered condition, in which the Britiſh ſquadron arrived in the Weſt Indies from North America, conjectured that the crews would be buſily employed in refitting the ſhips, and that not expecting an attack, they would be lying in diſorder and unprepared for action. Learning, at the ſame time, that ſome of the ſhips were in the harbour of the Carenage, and others with Admiral Byron at anchor in the Cul de Sac, he judged it expedient to avail himſelf of theſe circumſtances, by making an attack on the latter. He therefore put to ſea, on the 12th of January, with thirteen large ſhips of the line and three frigates, and ſtretched over towards St. Lucia. Intelligence of this movement being brought to the Vice-Admiral, he got under way, early in the morning of the 13th, with an equal force; and, with a preſs of ſail, ſtood for the French ſquadron in a line of battle ahead: but as ſoon as M. d'Eſtaing diſcovered the Britiſh fleet, he tacked about, and made all the haſte he could to regain his former aſylum. This he accompliſhed before it was poſſible to bring any of his ſhips to action. He was purſued cloſe to the entrance of Fort Royal bay, when a freſh breeze ſpringing up, Admiral Byron returned with his ſquadron to St. Lucia, and brought them to an anchor in Gros Iſlet bay, the ſtation moſt favourable for enabling him to intercept the ſupplies expected at Martinico from Europe. Rear-Admiral Barrington, not reliſhing the quiet appointment of commanding the ſhips in the Carenage harbour, with

with his usual spirit, requested the Vice-Admiral's leave to serve along with him. This was very readily granted: and he accordingly struck his flag, then flying on board of the Isis; and, to the great joy of the whole fleet, re-hoisted it on board of the Prince of Wales. Commodore Rowley, who, with his convoy and reinforcements in good condition, had joined Vice-Admiral Byron on the 12th of February, was ordered, with the Suffolk, Magnificent, Stirling Castle, Medway, Centurion, Isis, Preston, and Carysfort, to cruize to the windward of Martinico, in order to intercept the succours expected there by the enemy. He sailed on the 19th of February, but was recalled in a few days, on the Vice-Admiral's receiving intelligence, that notwithstanding all his endeavours to prevent it, M. de Grasse, with four or five sail of the line, and some frigates and storeships, had arrived safe at Martinico. After this disappointment, the Vice-Admiral ordered some detachments from his fleet occasionally to cruize to windward, and others between the islands of Martinico and St. Lucia, for the purposes of intercepting the enemy's commerce, and of protecting the British small craft, when reconnoitring the strength and position of the French squadron in Fort Royal bay. One of these detachments, under the command of Captain Griffith, was carried greatly to leeward by the current on the 15th of March. Its disagreeable situation could not fail to be observed from the high lands of Martinico: and, no doubt, the great improbability of its being able to rejoin the squadron at anchor in Gros Islet bay, St. Lucia, induced M. d'Estaing, accompanied with four flag-officers, fifteen sail of the line, and some frigates and small vessels, having a number of troops on board, to come out of Fort Royal bay on the morning of the 18th, in hopes of cutting it off. At this time, the British squadron was in a situation rather disagreeable. Several of the ships, that had been cruizing, were taking in a supply of water at the Cul de Sac; and Captain Sawyer, with three sail of the line and a fifty gun ship, was on a cruize to windward of Martinico; but Vice-Admiral Byron, with the remainder of the squadron, slipt his cables,

put

put to ſea, and with the utmoſt diſpatch made directly for the enemy's fleet. Although both ſquadrons were nearly equal in point of ſtrength, and exactly ſo in number of ſhips, no ſooner did M. d'Eſtaing perceive the Britiſh fleet in ſight of him, than he tacked, and retreated to Fort Royal bay, with all the ſail his ſhips could carry, and once more got under the protection of the batteries. Next morning, the Vice-Admiral ſtood with his ſquadron into the bay, in order to view the enemy's poſition. On his approach, ſeveral of the French men of war got under ſail and worked higher up the bay. He then ſtood for his former anchoring ground; but a ſtrong lee current kept him ſeveral days at ſea, before he could reach it.

Vice-Admiral Byron, probably in conformity to his inſtructions, quitted his ſtation at St. Lucia in the beginning of June; and, with his ſquadron, proceeded to the iſland of St. Chriſtophers, in order to collect the trading ſhips of the different iſlands, that were bound for Britain. M. d'Eſtaing availed himſelf of his abſence, by detaching the Chevalier du Romain, Lieutenant of the Navy, with four armed veſſels, on board of which he had embarked upwards of four hundred men, under the command of M. de Canonge, to make an attack on the iſland of St. Vincent. This little armament left Martinico on the 9th of June, and reached the place of its deſtination on the 16th. The French immediately effected a landing, and marched to Caliaqua, a ſtrong poſt defended only by a few men, who ſurrendered on their approach. Unfortunately the Governor and the Council were much at variance, and the troops of the garriſon diſperſed in various parts, ſo that they could not be collected, in time to make any effectual oppoſition to the enemy, who were joined ſoon after landing by five or ſix hundred Caribs, and marching towards Kingſton, the capital of the iſland. Mr. Morris, the Governor, after conſulting with Lieutenant-Colonel Etherington, who commanded the troops, on what was moſt proper to be done in the preſent emergency, came to the reſolution of propoſing terms of capitulation, for ſurrendering the iſland to the French. Theſe were finally adjuſted

juſted and ſigned on the 18th.* M. d'Eſtaing, having been reinforced with five ſail of the line and three frigates, under the command of Commodore M. de la Mothe Piquet, who had eſcorted a numerous convoy ſafe to Martinico on the 27th of June, after a voyage of forty-eight days from Breſt, embarked ſix thouſand five hundred regular troops on board his ſquadron, put to ſea on the 30th, and ſtood for the iſland of Grenada. Being well informed how feebly it was garriſoned, he hoped to make a conqueſt of it, before Admiral Byron could arrive to ſuccour it. He appeared off the iſland with his whole force, conſiſting of twenty-five ſail of the line and twelve large frigates,† on the morning of the 2d of July: and in the evening, came to an anchor in Molinier bay, where he immediately diſembarked his land-forces, who took poſt on the neighbouring heights.

Lord Macartney, the Governor, ſenſible that the citadel of Fort St. George, being commanded by the Hoſpital Hill, and other high grounds in its vicinity, was not capable of ſtanding a ſiege, reſolved to make his principal ſtand againſt the enemy on Hoſpital Hill: and, for this purpoſe, had various works thrown up, and cannon mounted on them, from the baſe to the ſummit of the mountain. Having done all that was poſſible in ſo ſhort a time, to defend the truſt committed to his charge, he entertained hopes, that he would be able to hold out, until Admiral Byron with his fleet could come to his aſſiſtance. Truſting to this, he removed his plate and other valuable effects to the Hill. His whole land-force amounted to about one hundred and fifty regular troops, and between three and four hundred militia: the only naval force he had, was his Majeſty's armed ſloop the York; and ſhe proved of excellent ſervice. Lord Macartney, immediately on the appearance of the enemy's fleet, diſpatched expreſſes to St. Lucia and other places, to inform Admiral Byron of his ſituation. On the 3d, the French General Officers reconnoitered the ground on which Lord Macartney had taken poſt, and made their

* See Note 125. † See Note 126.

their diſpoſition for a general aſſault. They arranged their troops into three columns, headed by M. d'Eſtaing, Compte Arthur Dillon, and Viſcount de Noailles, and formed three different attacks. In the afternoon, M. d'Eſtaing ſent a ſummons to Lord Macartney; who returned for anſwer, that though unacquainted with the ſtrength of the French military force, he was reſolved to defend the place to the utmoſt of his power. A little before midnight, the enemy began the attack. The column led by Compte Dillon ſuffered much from the cannon of the York ſloop, as ſhe was moored in the Carenage, and the route which it was obliged to take lay very near her, and was directly expoſed to her broadſide. While the French troops were aſcending the hill, M. de Vaudreuil, then commanding the enemy's fleet, ordered in ſeven or eight line of battle ſhips, which cannonaded the citadel. The Britiſh troops received the enemy with their uſual bravery, and for a conſiderable time reſiſted all their efforts: but being at laſt overpowered by ſuperior numbers, and their works being ſucceſſively carried, they were compelled to retire to the citadel, which was entirely commanded by the poſt from which they had been forced. In the morning of the 4th, the enemy pointed the cannon, on the hill which the Britiſh had been obliged to abandon, againſt Fort St. George; and Lord Macartney, finding all further reſiſtance in vain, ſent a flag of truce to requeſt time to draw up terms of capitulation. M. d'Eſtaing would allow only an hour and a half for that purpoſe: but within the limited time, the officer returned to the enemy's advanced poſt, from which he was conducted to M. d'Eſtaing, who behaved with the greateſt inſolence, and diſplayed a contemptible littleneſs of mind, wholly incompatible with the character of a brave officer and a gentleman. Far from giving all due praiſe to Lord Macartney, for the gallant defence he had made with a handful of men, he was offended at his Lordſhip's preſumption, for making reſiſtance to ſuch a force as he had under his command. He refuſed to grant any terms but ſuch as he ſhould dictate: and theſe were ſo very extravagant, that the Governor,

Governor, after conſulting with the principal merchants and inhabitants, whoſe opinion coincided with his own, conſidered it as more eligible to ſurrender at diſcretion than to comply with them. This reſolution enraged the French Commander ſtill more; for it diſappointed him of obtaining a large ſum of money, which he had demanded by way of ranſom for the town of St. George. He conſidered the place as taken by ſtorm: and in this temper of mind, let looſe the ruffians under his command to pillage the town for two hours. This ſervice, they performed to the ſatisfaction of their leader; and while they were employed in exerciſing every cruelty on the helpleſs inhabitants who had thrown themſelves on their mercy, he gratified his brutal inclination, by heaping all the indignities in in his power on his Britannic Majeſty's Governor. The taking of the iſland of Grenada coſt the French about four hundred men in killed and wounded. They carried off an immenſe booty from the town of St. George; and excluſive of his Majeſty's armed ſloop York, took thirty merchant ſhips in the harbour and roadſteads, moſtly loaded. Their cargoes were moderately eſtimated at 400,000l.; excluſive of the large quantities of rum and cotton which they had on board. In the iſland, the enemy found upwards of one hundred pieces of cannon, twenty-four mortars, and a great quantity of all ſorts of military ſtores and proviſions.

The Britiſh fleet, under Vice-Admiral Byron, made its appearance on the 6th. Having ſeen the convoy for Europe to a diſtance which, in his opinion, would put them out of danger, he intended to call at Barbadoes, on his way back to St. Lucia; but a ſtrong lee current, with the wind at eaſt, retarded his progreſs ſo very much, that it was the 30th of June before his ſquadron could weather the iſland of Martinico. This obliged him to bear away for St. Lucia, where he arrived on the 1ſt of July in the morning. Here he firſt learned that the enemy, with a ſmall force, had made themſelves maſters of the iſland of St. Vincent.

Admiral Byron, without loſing time, conſulted with Major-General

General Grant with reſpect to the meaſures which ought to be immediately adopted; and the reſult of their conference was, a reſolution to make an attempt to retake that iſland. The neceſſary orders were accordingly forthwith iſſued, for embarking a large body of land-forces on board of tranſports, and for getting ready every thing needed for this expedition. At this inſtant, intelligence was received, that a fleet had been ſeen to leeward that very morning, ſteering a courſe for Grenada; on which the Vice-Admiral immediately wrote to Lord Macartney, by one of his aides-de-camp, who happened to be then at St. Lucia, and informed his Lordſhip of what was going forward; aſſuring him, that the troops and ſquadron ſhould immediately come to his relief, if he ſhould hear either at St. Vincent, or on the voyage thither, that Grenada was attacked. The Vice-Admiral, at the ſame time, ſent an officer in a faſt ſailing ſchooner, to look into Fort Royal bay in the iſland of Martinico. This officer on his return reported, that he ſaw there thirteen large ſhips, which he ſuppoſed to be ſhips of war; that he was confirmed in this opinion, by obſerving, that one of the ſhips carried a flag at the foretop-gallant-maſt-head; and that he was prevented from reconnoitring them ſo cloſely as he intended, by a frigate and ſome ſmall craft being ſent in chace of him. This intelligence deceived Admiral Byron very much, by leading him to conjecture, that M. d'Eſtaing had not been joined by his expected reinforcements from Europe. The utmoſt diſpatch having been uſed in embarking the troops, the ſquadron, conſiſting of twenty ſail of the line * and a frigate, fourteen tranſports, four ordnance, four hoſpital, and two convaleſcent ſhips, three victuallers, and a horſe ſloop, put to ſea on the 3d of July, and made for the iſland of St. Vincent. In the afternoon of the 4th, the Admiral received intelligence from St. Vincent, that on the 1ſt inſtant, a French fleet of more than thirty ſhips of war had paſſed by that iſland; and that it was reported, that M. de la Mothe Piquet had joined M. d'Eſtaing about a week before that time, with a ſtrong reinforce-

* See Note 127.

reinforcement. In conſequence of this information, he made a ſignal for inſtantly bearing up for Grenada; but it unfortunately fell calm, and continued ſo until nine o'clock in the morning of the 5th. In the courſe of that day, he was joined by two ſchooners from Grenada. By the accounts which they gave, the invaſion of the iſland was put beyond a doubt; but as to the ſtrength of the enemy's fleet, their reports were very contradictory. Admiral Byron, deſigning to be off the harbour of St. George early in the morning of the 6th, drew the ſhips of war from among the tranſports, leaving for their protection only the Suffolk, Vigilant, and Monmouth, under the orders of Rear-Admiral Rowley, who he intended to ſuperintend the debarkation of the troops for the relief of the iſland. In the night between the 5th and 6th, one of the enemy's frigates, employed on the reconnoitring ſervice, diſcovered the Britiſh fleet and gave notice of their approach. Soon after day-break on the 6th, the French fleet was perceived off St. George's, moſt of them at anchor, but getting under way, ſeemingly in great confuſion, and with little or no wind. Vice-Admiral Byron immediately made the ſignal for a general chace, and alſo for Rear-Admiral Rowley, and the war ſhips with him, to leave the convoy, and join the ſquadron. At this time, not more than fourteen or fifteen of the enemy's fleet appeared to be ſhips of the line: and from the poſition in which they were, the Vice-Admiral made the ſignal for his ſhips to engage, and to form as they could get up. In conſequence of this ſignal, Vice-Admiral Barrington in the Prince of Wales, with Captain Sawyer in the Boyne, and Captain Gardner in the Sultan, being the headmoſt ſhips and carrying a preſs of ſail, had advanced ſo far, that about ſeven in the morning, they were fired on by the enemy's ſhips; but at ſo great a diſtance, that they made no return until they got conſiderably nearer. The breeze which carried forward thoſe ſhips, ſoon reached the enemy alſo, and enabled them to draw out of the cluſter, in which they were lying, and to get into a line of battle, by bearing away and forming to leeward on the

ſtarboard tack. Their ſtrength was then diſcovered to be greatly ſuperior to what any information, which the Britiſh Admiral had received, had led him to ſuppoſe; for it plainly appeared, that they had thirty-four ſail of war ſhips, of which twenty-ſix were of the line, and moſt of them very large. Vice-Admiral Byron, notwithſtanding his diſparity of force, continued the ſignal for a general chace; and in addition to it, made the ſignal for a cloſe engagement: but although the utmoſt exertions were made to obey theſe orders, the enemy moſt induſtriouſly fruſtrated all attempts to effect it, by always bearing up, when the Britiſh ſhips got nearer to them than they inclined. Their ſuperior ſailing enabled them to keep what diſtance they choſe, and effectually prevented the Britiſh rear from ever getting into action. The enemy being to leeward, did great damage to the rigging and maſts of the Britiſh ſhips, while the ſhot which they returned did not reach them. The ſhips that ſuffered moſt were thoſe with which the action began, and the Grafton, Captain Collingwood; the Cornwall, Captain Edwards; and the Lion, Captain Cornwallis.

The ſpirited conduct of Vice-Admiral Barrington and his two ſeconds, expoſed them to a ſevere fire as they approached the enemy and began the battle: and the Grafton, Cornwall, and Lion, happening to be to leeward, ſuſtained the fire of the whole French line as it paſſed on the ſtarboard tack. The Monmouth ſuffered exceedingly, by Captain Fanſhaw's having bore down in the moſt gallant manner to ſtop the van of the enemy's ſquadron, and bring it to action. The Captains, whoſe ſhips were ſo fortunate as to get into action, behaved with the greateſt intrepidity, and kept up a conſtant and well directed fire, by which the enemy ſuffered very much. The Vice-Admiral perceiving that the ſhips already mentioned, and the Fame, were ſo diſabled in their maſts and rigging as to be totally incapable of keeping up with the ſquadron; and obſerving that the Suffolk had received conſiderable damage, in an attack made by Rear-Admiral Rowley upon the enemy's van, ordered the ſignal for chace to be taken in. Still, however,

ever, he continued that for a close engagement; formed the best line that circumstances would permit, and kept the wind, to prevent the enemy from doubling upon him, and thereby cutting off the transports. The former, they seemed inclined to do; and the latter was very much in their power, by means of their numerous frigates, of which the British squadron had, comparatively speaking, only a few. About three in the afternoon, the French squadron tacked to the southward. This manœuvre obliged Admiral Byron to do the same, that he might be in readiness to support the Grafton, Cornwall, and Lion, which were disabled, and a great way astern; but the Lion being likewise much to leeward, having lost her main and mizen-topmasts, and the rest of her rigging and sails being cut in a very extraordinary manner, bore away to the westward when both fleets tacked: and M. d'Estaing, finding sufficient employment even for all his ships, did not detach one after her. As the Grafton and Cornwall stood towards the British fleet, they might have been weathered by the French, if they had kept their wind. The latter was in peculiar danger, as she was fartheſt to leeward, had lost her main-topmast, and was otherwise much disabled. The enemy, however, adhered so strictly to their plan of not bringing on a close engagement, that notwithstanding their great superiority in ships and weight of metal, they declined to accept of advantages which endangered their deviating from that plan; and contenting themselves with firing at these two ships when passing them barely within gun-shot, they permitted them to rejoin their squadron, without taking any step to cut them off. The action continued with great violence, from seven in the morning till eleven; and commenced again at half an hour after three in the afternoon, and continued till sunset.

The Monmouth was so totally disabled in her masts and rigging, that as soon as night set in, Vice-Admiral Byron judged it proper to order her to make the best of her way to Antigua. Captain Fanshaw, on his way to that place, fell in in with his Majesty's ship the Lion; and Captain Cornwallis

ſeeing the Monmouth approach, ſuſpected that ſhe might be one of M. d'Eſtaing's ſquadron ſent in queſt of him, as he was certain that the diſabled ſtate of his ſhip could not have eſcaped the enemy's notice. Though the Lion was little better than a floating wreck, he was determined to convince them, that his courage was not extinguiſhed; and accordingly prepared for action, reſolved to defend his ſhip to the laſt extremity. This truly heroic conduct, redounds much to the honour of Captain Cornwallis, his officers, and ſhip's company: who finding that, in their preſent condition, their efforts to rejoin Vice-Admiral Byron were vain, bore away for Port Royal in the iſland of Jamaica, where they arrived on the 20th of July.

The loſs ſuſtained by the Britiſh in the action of the 6th, amounted to two Lieutenants of the navy, one Lieutenant of marines, and one hundred and eighty-three men killed: and Vice-Admiral Barrington, one Lieutenant of the navy, two Lieutenants of the army ſerving on board the fleet, one Lieutenant of marines, and three hundred and forty-ſix men wounded. The loſs in men appears to be very moderate, when compaired to the damage ſuſtained by the ſhips in their maſts and rigging, which the mode of fighting adopted by the enemy, was peculiarly calculated to deſtroy. This misfortune was the more ſeverely felt, on account of the great difficulty of replacing thoſe articles, eſpecially the former, in the Weſt Indies. Until they were replaced, the ſhips remained in a great meaſure unſerviceable. This, for a while, contributed greatly to increaſe the enemy's ſuperiority in thoſe ſeas, and gave great and juſt alarm to the remainder of the Britiſh poſſeſſions in that quarter. The only uſe, however, which M. d'Eſtaing made of the very ſuperior force under his command, was a viſit of retaliation to Admiral Byron, while at anchor off Baſſeterre in the iſland of St. Chriſtophers, in return for the like viſits which he had more than once paid to him at Martinico. Several reaſons were aſſigned, for his inactivity after the conqueſt of the Grenades. The plan to be followed up by the French, of joining their American allies in driving the Britiſh troops

troops from the ſouthern colonies, may be reckoned as one of theſe: but perhaps the true cauſe was, the very great loſs of men which they had ſuſtained in the ſea-fight of the 6th of July. The amount of this loſs they endeavoured, as much as poſſible, to conceal; but the beſt accounts which could be obtained, ſtate their killed at twelve hundred, and their wounded at fifteen hundred men. Nor will this account ſeem to be exaggerated, when it is conſidered, that in addition to the uſual crews of the French line of battle ſhips, which are always numerous, they had on board a great number of land-forces. This muſt neceſſarily have crowded the ſhips exceedingly: and as the battle was a ſucceſſion of fierce aſſaults, rather than a regular action, and the chief aim of the Britiſh was at the hulls of their antagoniſts ſhips, their ſhot could not fail of making dreadful havock between decks, where the men are moſtly ſtationed. In the account, publiſhed by authority, of the loſs ſuſtained by the French in this action, they confine their ſpecification to officers only; and among them it was very conſiderable, both in the ſea and land ſervices. In the former three Captains were killed; and in one ſhip, the Captain and five Lieutenants.

When the Britiſh fleet was cloſe in St. George's bay, before the action commenced, the French colours were ſeen flying upon the fort and other batteries. This put it beyond a doubt, that the enemy were in complete poſſeſſion of the place: and from the very great ſuperiority of land as well as of naval force which they poſſeſſed, it was perceived, that to diſlodge them and to recover the iſland would be impracticable. The Vice-Admiral, therefore, a little before the cloſe of day on the 6th, ſent orders to Captain Barker, the agent, to make the beſt of his way, with the tranſports under his direction, to Antigua or St. Chriſtophers, whichever he could fetch. During the night, the Admiral kept his ſquadron between them and the French fleet, which, at ſunſet, was about three miles to leeward. Only one tranſport, which had on board ſome companies of the 4th regiment, fell into the enemy's hands.

M. d'Eſtaing, in the courſe of the night, retired with his ſquadron to the harbour of St. George, Grenada: and Vice-Admiral Byron proceeded with his fleet to the iſland of St. Chriſtophers. Rear-Admiral Barrington returned to England. Admiral Byron, in his public letter, beſtowed the greateſt encomiums on the officers and men under his command, and concluded it in the following terms: "I think myſelf juſtifiable in ſaying, that "the great ſuperiority in numbers and force, would not have "availed the enemy ſo much, had not their advantage over "us in ſailing, enabled them to preſerve a diſtance little cal-"culated for deciding ſuch conteſts."

The Vice-Admiral, with his ſquadron, reached St. Chriſtophers on the 15th of July; and on the day following, the Monmouth joined him. Here he was alſo joined by the tranſports, with Major-General Grant and the troops on board. Leſt any attack ſhould be made on the fleet while at anchor here, he formed his ſquadron into a line of battle ahead, and placed the tranſports and ſmaller veſſels within it, and cloſe to the ſhore. He uſed the utmoſt diſpatch to refit his ſquadron in the beſt manner he could; but this was not accompliſhed on the 21ſt, when M. d'Eſtaing, with twenty-eight ſail of the line, attended by a number of frigates and ſmaller veſſels, made their appearance, and paraded for ſome hours before Baſſeterre. The French Admiral formed his fleet into a line of battle ahead, and ſtood towards the rear of the fleet of Britain, as if he had meant to challenge Admiral Byron to come out and fight him. This was a mere gaſconade of a vapouring Frenchman; who, notwithſtanding his immenſe ſuperiority of force, took care to order his ſquadron to bear up and ſtand off ſhore, before it came within random ſhot of the Britiſh fleet. In the evening he ſhaped his courſe for Cape François, in the iſland of Hiſpaniola, where he concerted his meaſures for his intended expedition againſt Savannah.

In the month of Auguſt, Vice-Admiral Byron ſailed for England: and the command of the ſquadron devolved on Rear-Admiral Hyde Parker; who, as ſoon as it was refitted, ſailed to

to the ſouthward, and had the good fortune to intercept a ſmall French fleet, chiefly laden with proviſions for M. d'Eſtaing's ſquadron.* A ſmall ſquadron was detached to cruize off the iſland of Martinico, under the command of Captain Edwards of the Cornwall, who, on the 24th of October, ſaw two ſail, one in chace of the other. The latter was known, by ſignal from the former, to be an enemy. Captain Edwards immediately ordered his ſhips to chace in ſuch a manner, as to cut off the enemy's veſſel from the iſland. Seeing no poſſibility of eſcaping, ſhe ſoon ſurrendered, without a gun being fired on either ſide, to the Proſerpine, the frigate that was in purſuit of her: and proved to be the Alcmene, one of the Compte d'Eſtaing's ſquadron, of thirty guns and two hundred and twenty men, commanded by M. de Bonneval. She was purchaſed into the ſervice, and added to the Royal Navy, by the ſame name. The Preſton, being on a cruize between the iſlands of Martinico and St. Lucia, on the 18th of December, between eight and nine in the morning, made the ſignal for a fleet. This was no ſooner obſerved by Rear-Admiral Parker in the Princeſs Royal, then with his ſquadron at anchor in Gros Iſlet bay, St. Lucia, than he made the ſignal for all his ſhips to ſlip their cables, and chace to windward.

The Captains were then aſſembled on a Court-martial: and as the ſhips were in a courſe of fitting, ſome lay on the heel, others had their ſails unbent, and all of them had great numbers of their men employed on ſhore, in wooding and watering. Under theſe untoward circumſtances, it would have been a matter of aſtoniſhment, to a perſon unacquainted with the character of Britiſh officers and ſeamen, to have beheld the activity, ſpirit, and diſpatch, with which they got the ſquadron to ſea.

As it ſtood over for Fort Royal in Martinico, the fleet to which it gave chace was diſcovered to be a convoy belonging to the enemy: and before four in the afternoon, nine or ten ſail of them had run on ſhore on that iſland, and were ſet on fire by

* See Note 128.

the boats of the ſquadron, either immediately or early next morning. About this time, the Boreas frigate had got up and engaged the frigate which eſcorted the convoy, in the bay of Fort Royal; but a French Rear-Admiral,* in a ſhip of ſeventy-four guns, accompanied with two line of battle ſhips, which were at anchor off the fort, ſlipped their cables, bore down to the aſſiſtance of the frigate, and compelled the Boreas to ſheer off. This dexterous manœuvre of the French Admiral, not only ſaved their frigate, but alſo ſome of their merchant ſhips. As ſoon as he had done this ſervice, he hauled his wind, and kept plying to windward, in order to regain his former ſtation.

Rear-Admiral Parker made every effort to come up with him. The Conqueror, Albion, Elizabeth, Vigilant, and Centurion, were, at this time, ahead of the Princeſs Royal. About five o'clock, the Conqueror, which was the headmoſt ſhip, and to windward of the others, got within diſtance of the French Rear-Admiral, who immediately began the action. Nothing could poſſibly exceed the bravery and coolneſs with which, on every tack, Captain Griffith received the fire of theſe three ſhips, and returned his own. His ſhip was worked with great exactneſs, and on every board, gained conſiderably on the enemy. The other Captains ſhewed an equal keenneſs to get into action: and towards ſunſet, the Albion had got well up to ſecond the Conqueror, and the other ſhips were alſo engaged. But as they had worked, not only within danger of the ſhoals in the bay, but within reach of the batteries, from which the enemy poured into them a profuſion of ſhells and ſhot, Admiral Parker was under a neceſſity of calling them off by night ſignal, about a quarter before ſeven. The laſt broadſide fired by the enemy, unfortunately killed Captain Griffith of the Conqueror; by which his country loſt a brave and excellent officer. Three men were alſo killed in this ſhip. Of the convoy, beſides thoſe deſtroyed, nine ſail were taken.

As the Rear-Admiral was returning with part of his ſquadron

* M. de la Mothe Piquet in the Hannibal of ſeventy-four, with the Vengeur and Reflechè of ſixty-four guns.

dron to St. Lucia, late in the evening on the 20th of December, he received a letter from Brigadier-General Sir Henry Calder, informing him, that three large ſhips had been ſeen that afternoon, from the high ground of that iſland, ſteering to the northward, and that they were ſuppoſed to be part of the French fleet from Grenada. He immediately detached Rear-Admiral Rowley in the Suffolk, with the Vengeance, Magnificent, and Stirling Caſtle, in purſuit of them. At eight o'clock next morning, three ſail being diſcerned from the maſt-head of the Suffolk, the Rear-Admiral made the ſignal for a general chace. It was obeyed with the greateſt alacrity: and when they came up with them on the following morning, the chace hoiſted French colours, fired a few ſhot, and ſtood on. The Magnificent ſoon came up with the ſternmoſt ſhip, and fired ſome guns at her, when ſhe ſtruck. She proved to be La Blanche, of thirty-ſix guns and two hundred and twelve men, commanded by M. Galiſſoniere. The Suffolk, in a ſhort time, overtook and captured another of them: which proved to be La Fortunée, of forty-two guns and two hundred and forty-ſeven men, commanded by the Chevalier de Marigny. The Vengeance taking charge of the Blanche, the Magnificent and Stirling Caſtle continued the chace after the third ſail: and coming up with her on the morning of the 23d, ſhe ſtruck, and proved to be the Ellis, of twenty-eight guns and ſixty-eight men, commanded by M. Fontenaux. The Blanche and La Fortunée were purchaſed into the ſervice, and added to the Royal Navy. Theſe three ſhips were a part of the Compte d'Eſtaing's fleet, which he ſent back from Savannah, when he ſailed for Europe.

The cruizing ſhips on this ſtation picked up a great many valuable prizes, and ſeveral of the enemy's privateers. The Venus took the Governor Turnbull rebel privateer, of twenty guns and one hundred and fifty men, after an hour's engagement. The Pomona took the Cumberland, (late the Rover ſloop) rebel privateer, of twenty guns. The Proſerpine retook, after a ſmart action, his Majeſty's ſhip Sphynx of twenty guns,

guns, which the French had taken a ſhort time before. The Boreas, Captain Thompſon, took, after a ſmart action of twenty minutes, in which ſhe had four men killed and five wounded, a French flute, laden with ſugar, and called Le Compaſs, of twenty guns and one hundred and forty men, from Martinico. Theſe were the principal tranſactions in this part of the Weſt Indies: for notwithſtanding the enemy's great ſuperiority of naval ſtrength, the loſſes ſuſtained in this department were but ſmall. They conſiſted of the Sphynx frigate, which was ſoon after retaken, the Ceres ſloop, and ſome armed veſſels.

While the trading ſhips were aſſembling at the iſland of St. Chriſtophers, in order to be eſcorted by Admiral Byron and his ſquadron a part of the way to Europe, they were in great danger of being burnt by the Supply armed ſtoreſhip, a large veſſel of twenty-ſix guns, which accidentally took fire, while ſhe lay at anchor in the middle of the fleet. Moſt of the ſhips that lay neareſt her ſlipped their cables, and ſtood out to ſea. Aid came immediately to her, from almoſt all the King's ſhips; but the flames had got to too great a height to be extinguiſhed. Some of the people on board cut her cables, and ſhe drove with the wind. She was then all in flames, and the greateſt danger was to be apprehended from her blowing up; but the happy preſence of mind of a Lieutenant of the navy,* who was ſent to her aſſiſtance, with a party of ſeamen from ſome of the ſhips, and was among the firſt who got to her, ſaved her from deſtruction. He gave directions, that all her guns that were loaded ſhould be pointed upwards and then fired off; ordered moſt of the people on board into the boats; took the helm himſelf, and ſteered her, almoſt all in a blaze, through the fleet. When he could bear the heat no longer, he faſtened the helm as well as he could; and, with the few whom he allowed to remain with him, eſcaped by letting themſelves down into a boat which was aſtern. The veſſel grounded on a point of land, after ſhe had paſſed the town of Baſſeterre and

* We regret that we have not his name.

got clear of the ſhips, and ſoon blew up with a dreadful exploſion, but without doing any miſchief. Some of the principal inhabitants of ſeveral of the iſlands, who were returning to England on account of the war, had put on board of this unfortunate ſhip a great quantity of valuable effects, which unhappily ſhared in her fate.

WEST INDIES.—JAMAICA STATION.

Rear-Admiral Sir Peter Parker commanded his Majeſty's fleet on this ſtation: and conſidering the ſmallneſs of the number of ſhips of which it conſiſted, he greatly diſtreſſed the enemy.* Having received information, that the annual regiſter ſhips from Spain were either arrived, or daily expected at Omoa, he detached from Port Royal in Jamaica, on the 8th of September, the Hon. John Luttrell in the Charon, having under his command the Loweſtoffe and Pomona frigates, and Racehorſe ſchooner, in hopes that he would be able to take them while at anchor there, or to intercept them when they left that port.

Owing to unfavourable winds and calms, it was the 15th before this little ſquadron reached the Spaniſh main; and on the next day they arrived at the iſland of Rattan. The Commodore was apprehenſive, that if he ſhould lead all his ſquadron toward George's Key, the regiſter ſhips might paſs to windward or along their own ſhore, and elude him. He therefore ordered Captain Nugent of the Pomona, who was well acquainted at that place, to go firſt to Key Boquel in his own ſhip, taking with him the Racehorſe ſchooner; then, leaving his own ſhip, to proceed in the ſchooner to George's Key, and there to procure, as expeditiouſly as poſſible, the moſt ſkilful pilots for Omoa and the Gulf of Dulce. Having attained this object, he was directed to rejoin his ſhip at Key Boquel, and then to repair to Glover's reef, and join the Commodore with the ſquadron. Captain Nugent proceeded agreeably

* See Note 129.

ably to his orders, and arrived at George's Key on the evening of the 19th. Having got into his boat, he was rowing towards the ſhore; when, to his utmoſt aſtoniſhment, before he could land, the boat was attacked by a number of batteaux full of Spaniards, who took poſſeſſion of her, when, owing to three ſhot which had pierced her, ſhe was on the point of ſinking. Happily, in this ſcuffle, no perſon was hurt. To explain this myſtery, it is neceſſary to inform the reader, that on the 15th, about ſix hundred Spaniards, in a number of armed pettiguas, had made themſelves maſters of the place. Captain Nugent and his boat's crew were made priſoners: and when brought on ſhore, a parade was made for their execution, and a ſcaffold and a guard of ſoldiers were got ready; for it was underſtood to be the orders, with which the Spaniards came to attack the ſettlement, that every perſon who was conquered, and had made reſiſtance, ſhould be put to death. But when, upon inquiry, the enemy found that neither the Captain or his people had arms, and that they had made no reſiſtance, they contented themſelves with blindfolding, ſtripping, handcuffing, and confining him, along with his boat's crew, in a cloſe priſon.

While Captain Nugent was undergoing this treatment, a great number of Spaniards, in batteaux, attacked the Racehorſe ſchooner; but Lieutenant Trott, who commanded her, having been alarmed by the firing at the boat, was on his guard: and he, with his officers and crew, gave them ſo warm and unexpected a reception, that they were forced to retreat, after ſuſtaining very conſiderable loſs. On board the ſchooner, only two men were killed and three wounded. As ſoon as the Spaniards were beat off, Lieutenant Trott weighed anchor and repaired to Key Boquel, in order to bring up the Pomona frigate to George's Key. When the King's ſhip appeared, the Spaniards, to the number of five hundred, took to their craft, and abandoned the Key with the greateſt precipitation, leaving Captain Nugent, his people, and the inhabitants, in cloſe confinement, from which they releaſed themſelves. Captain Nugent

gent took the proper meaſures to collect the diſperſed inhabitants, and to ſecure their effects. Having left them inſtructions how to conduct themſelves, he proceeded to rejoin the Commodore at Glover's reef, where the ſquadron arrived on the 19th. On the 20th, intelligence was brought them, of George's Key being in poſſeſſion of the Spaniards. The Commodore had paſſed ſome hours in great uneaſineſs concerning Captain Nugent's fate; but was relieved from his anxiety, by the appearance of the Pomona and ſchooner, with the pilots on board. He immediately ſailed with the ſquadron for the Gulf of Dulce, and arrived there in the evening of the 22d; but found no veſſels in it. Attended by Captains Parker and Nugent, with the marines of the ſquadron and a party of ſeamen in the boats, he therefore puſhed up the river, and landed at the Spaniſh warehouſes before twelve o'clock at night. Theſe he found totally abandoned, every thing having been carried away from them, except the remains of a few proviſions, which ſeemed to indicate, that the people had not been long gone. On the 23d, in the morning, he reinforced the crew of the Racehorſe ſchooner, and directed Lieutenant Trott to make the beſt of his way to Omoa, to reconnoitre the ſtrength of the place, and to look for the ſhips that had ſailed from Dulce; which he ſuppoſed would be found in that port. Next morning, the Commodore was joined at ſea by the Racehorſe ſchooner, and informed by her Commander, that the three ſhips were at anchor under the fort; that two of them were ready for ſea; that the other had her yards and topmaſts ſtruck; and that the fortifications did not appear to be of any great ſtrength. This intelligence gave great joy to the whole ſquadron, which ſailed directly for Omoa, and arrived off that port about twelve o'clock at night. The Commodore uſed his beſt endeavours to perſuade the pilots to carry in his ſhips immediately; but they all refuſed to comply with his requeſt until day-light. Their obſtinacy was very fortunate for the ſquadron; for at day-break, when it approached nearer to the ſhore, it was perceived, that the fortification had by much

too

too formidable an aſpect, to admit of an attempt to force it, with any reaſonable proſpect of ſucceſs. Nor would the reduction of it have been of any avail; for the regiſter ſhips had all their topmaſts and yards ſtruck, and were lying up a creek, where neither the ſhips nor boats could have got at them, even if they had ſucceeded in ſilencing forty pieces of cannon, which preſented themſelves to view, on the fort and batteries.

Thus diſappointed of obtaining poſſeſſion of the regiſter ſhips at Omoa, the Commodore reſolved to endeavour to intercept them off Cape Antonio. This was indeed the only hope that now remained of accompliſhing that deſign, before the time allotted for his cruize ſhould expire. To procure a ſupply of water, he determined to ſtop for a few days in the Bay of Truxillo; where he likewiſe expected to obtain more ample accounts of the ſtate of the Britiſh inhabitants in the Bay of Honduras, than he yet poſſeſſed. For theſe purpoſes, as ſoon as the ſquadron ſailed from Omoa, he ſent the Racehorſe ſchooner to the river Belez, with orders afterwards to repair to George's Key, to put aſhore there, in compliance with their own deſire, the people who had ſerved him as pilots; to make all poſſible inquiries concerning the ſtate of the Britiſh ſettlers; and then to rejoin him in the Bay of Truxillo. Having returned there on the 4th of October, her Commander, Lieutenant Trott, reported, that an armed brig, ſent by Captain Nugent when at George's Key, had nearly collected all the ſettlers in the Bay; that ſeventy of them were on board the brig, and more than two hundred under her eſcort in ſmall craft; and that he had ordered them to Truxillo, in their way to Black river. As they did not appear while the ſquadron was in that bay, the Commodore ordered the Racehorſe to remain there; and left inſtructions with Lieutenant Trott, that, if they ſhould arrive while he was taking in water, he ſhould give every aſſiſtance in his power, toward forwarding the brig with the Baymen to Black river, on the Muſquito ſhore. He alſo learned, with great concern, that the pilots carried by the Racehorſe to George's Key, finding no King's veſſel

veſſel there, or ſecurity for their perſons, had left it: and that the inhabitants of all the Britiſh ſettlements in the Bay were abandoning their property, not thinking it tenable againſt the ſuperior numbers of the Spaniards; and were removing as faſt as poſſible, ſome to Jamaica, but the greateſt part of them to Black river, on the Muſquito ſhore. The ſquadron ſailed from Truxillo bay on the 4th of October; and on the 7th, had the good fortune to fall in with his Majeſty's ſloop Porcupine. She had under her convoy, a detachment of the Loyal Iriſh Corps, and ſome Muſquito Indians, and ſpare arms, under the command of Captain Commandant Dalrymple, who had been ſent by Governor Dalling of Jamaica, to protect the ſettlers in the Bay of Honduras. The Captain immediately waited on the Commodore, and, after receiving from him an account of the diſagreeable ſituation of the Baymen, propoſed to join him in making an attack by ſea and land on the garriſon of Omoa, and on the Spaniſh galleons at that place; on condition, that the marines and muſquetry-men of the ſquadron ſhould be landed, to aſſiſt at the operations of the ſiege. In this propoſal, the Commodore acquieſced.

Having thus fixed their deſign, ſteps were immediately taken, to render the expedition as formidable as poſſible. The Commodore returned with the troops to Truxillo bay: the Loweſtoffe and Pomona were detached to Bonacea and Utilla, in queſt of the veſſels with the Baymen, and to ſecure the ſervices of the people who had been driven from George's Key; and the Racehorſe was ſent to the iſland of Rattan on the ſame ſervice. They all returned with expedition and ſucceſs, bringing a reinforcement of two hundred and fifty men. Theſe people, naturally fond of adventure, and habituated to danger, gladly embraced this opportunity of being revenged on the Spaniards, at whoſe expence they alſo hoped to enrich themſelves. Captain Dalrymple armed them, and divided them into companies; allotting to ſuch as were ſlaves, their proprietors as officers. No time was loſt in making ſcaling-ladders, faſcines, ſand-bags, and every requiſite thing in their power, which

which they judged neceſſary for carrying on the ſiege. The plan of attack being ſettled, the ſquadron, conſiſting of the Charon, Loweſtoffe, Pomona, Porcupine, Racehorſe, three ſchooners, and a number of ſmall craft, ſailed in the morning of the 10th of October for Porto Cavallo bay, arrived there next day, and anchored cloſe inſhore. In the evening of the 16th, the troops were landed in excellent order, under the direction of Captain Pakenham of the Porcupine, and began to march from the beach before eleven o'clock at night. As the guides had informed Captain Dalrymple, that Port Omoa was only three leagues diſtant, it was deſigned that the troops ſhould march directly forward, in the night, to ſurpriſe and eſcalade the fort. The diſtance, however, proved greater than they had been led to ſuppoſe: and the roads were ſo extremely bad, that no European troops ever encountered ſuch a march. By impenetrable thickets of mangroves intercepting their way, they were obliged ſometimes to go out into the ſea, which damaged the cartouches; and at other times to paſs through lagoons, moraſſes, and narrow foot-paths, over mountains having precipices on each ſide, and rendered almoſt impaſſable by recent rains. Through all theſe intricacies, they were forced to grope their way, guided only by lights made from cabbage trees. At day-break, the troops were ſtill two leagues from the fort. By the numberleſs obſtacles that occurred, the line of march was broken; the rear fell far behind; ſome had dropped down with fatigue; and others, in the darkneſs of the night, had loſt their way, through paths paſſable only by Indians. In the morning, the rear was brought up by Captain Cardan of the 60th regiment. Captain Dalrymple then ordered the whole to halt for two hours, to refreſh the men. When the march was reſumed, the troops again encountered paſſes and defiles, ſimilar to thoſe which had obſtructed their progreſs in the preceding night: the Indians kept ſkirmiſhing with ſome of the enemy's parties as they went along; and two lookouts or ſmall poſts were taken, from which ſome of the enemy's ſoldiers made their eſcape, and carried intelligence to the Governor,

vernor, that an enemy was advancing. As the Spaniards had laſt night ſeen the ſquadron and Muſquito craft, and did not think that Europeans would undertake ſuch a march, they conjectured, that Indians from the ſmall veſſels were the only enemy landed. To favour this deception, the Indians were advanced to the front, and diſlodged them from their lookouts; which prevented them from occupying the defiles and paſſes, until the troops arrived near the town, where they had placed an ambuſcade. The Indians, naturally very acute as ſcouts, perceived them, and repreſented that the Spaniards were drawn up in great force. Captain Dalrymple immediately made a diſpoſition of his troops to defeat and cut them off. For this purpoſe he advanced rapidly, and, on his approach, received from fifty or ſixty Spaniards, a ſcattered fire, which killed one man and wounded another. The enemy then fled with the greateſt precipitation to the fort, woods, and town, evacuating the Governor's houſe, which was built with battlements, terraſſed on the top, and extremely capable of defence. From the heights on its environs, of which the troops had gained poſſeſſion, there was a full view of the fort, about half a mile diſtant from the town, at the bottom of the hills. As the enemy kept firing from the town, the Captain, much contrary to his inclinations, was obliged to give orders to ſet it on fire. When this order was executed, the inhabitants fled to the fort or to the woods; and the property conſumed in it was eſtimated at 100,000 piaſtres. While the town was in flames, the ſquadron came into the bay; and ſuppoſing this a proper time to batter the fort, went in abreaſt of it. The land-forces did what they could to ſecond their efforts: but unfortunately, the ſcaling ladders were carried by the Honduras fuſileers, whoſe eagerneſs to engage in ſkirmiſhing had induced them to drop them, and to haſten to get to the head of the column. This prevented the military from being able to co-operate with the ſquadron, with the deſired effect.

The Commodore had hopes, that the breeze which brought the ſquadron into the port, would have carried the ſhips cloſe

to the fort and batteries; and accordingly, made the ſignal for the Loweſtoffe to lead to action. This was obeyed by Captain Parker with the utmoſt alacrity. As ſoon as they opened the eaſtern point, the enemy began to fire on the Loweſtoffe, Charon, Pomona, and Porcupine; but no ſhot were returned until the enemy's guns had ſo lulled the wind, as to leave but little proſpect of his being able to bring the ſhips cloſe enough to engage with effect. With a view rather to cover them from the enemy's aim by ſmoke, than with any hope of ſucceſs from a diſtant cannonade, the Loweſtoffe and Charon began to fire; but the Pomona was not able to get near enough to make her guns bear on the fort. As ſoon as it was in his power, the Commodore laid his ſhip's head to the offing: and a breeze ſpringing up to the northward, he made the ſignal to tack, in hopes of being able to fetch the ground on which he wiſhed to anchor the ſquadron; but was diſappointed by its becoming calm. The Loweſtoffe run aſhore, and received a heavy fire from the enemy. Luckily ſhe paid off again: but before the boats of the fleet could get to her aſſiſtance, her hull, maſts, and yards, were ſo much diſabled, as to render it neceſſary to anchor her to leeward, and there refit her. The Charon's rudder was choked by a ſhot, which filled the ſpace between it and the ſtern-poſt with ſplinters, part of her wheel was ſhot away, and her mizen-maſt badly wounded.

On the 18th, at the requeſt of Captain Dalrymple, the Commodore ordered the Porcupine's guns to be landed, and to be placed on batteries which he had erected againſt the fort, on the high ground near the Governor's houſe. The ſailors dragged them up the hill, through a ſteep and bad road, with great cheerfulneſs, and they were fired with all the effect that could be expected. The enemy increaſed their fire to the land ſide, and diſabled ſome of the guns on the batteries; by which they convinced both the Commodore and Captain Dalrymple, that, with ſo light metal as they had, the reduction of the fort by the ordinary method of attack, would be tedious, if not impracticable. To make regular approaches

and

and effect a breach, a very large train of battering cannon would be neceſſary: in the progreſs of theſe operations a great length of time would be waſted, and in the end, they might be obliged to attempt the place by eſcalade. They had alſo an enemy in their rear, daily increaſing in numbers; and found that the ditch round the fort was dry. Having duly conſidered all theſe circumſtances, they determined to ſtorm the place, as ſoon as every thing could be properly concerted. The mode of attack was ſettled: the Pomona frigate was to be towed cloſe in during the night of the 19th, the other ſhips were alſo to co-operate; and the aſſault was to be made early on the morning of the 20th. Captain Dalrymple made the following diſpoſition of the forces under his command: the Europeans were formed into four columns in line; four men advanced with guides at the head of each column: in each column theſe were followed by eight men carrying the ladders, and theſe by a few hand-grenade men. Two columns conſiſted of ſeamen, and two of marines, with a few Loyal Iriſh; and the whole amounted to about one hundred and fifty men. Every thing being in readineſs, about three in the morning, they moved down the hill, and there halted for the ſignal from the Charon, which was to denote that ſhe was under way, and would attack in twenty minutes. A little after four o'clock the ſignal was made, the columns advanced under the fire of their own battery, and were encouraged to proceed, by obſerving that the Spaniards did not perceive their march, as they fired their ſhot over them, aiming at the batteries on the hills.

The fire from the ſquadron attracted the attention of the garriſon to that ſide, which proved of the greateſt utility. The troops advanced in profound ſilence, arms trailed: and in order to animate them, the parole was changed to *bayonet*, and the counterſign was *Britons ſtrike home*. They continued to advance undiſcovered, until they reached the Spaniſh centries, who were every two or three minutes paſſing the word, *alerto*. At the entrance into the ditch were two guns, pointed from the flank of the baſtion to ſcour it. The enemy's centries gave the

alarm, and their drum beat to arms. The columns were ſtaggered and recoiled a little; but inſtantly recovering themſelves, advanced with ſpirit to the foot of the wall, which was twenty-eight feet high, and on which was a battery of five guns. They reared one ladder, a ſecond, and a third. The firſt ladder was broke by the flank guns of another baſtion, which alſo killed a midſhipman, and badly wounded five men. The other ladders were alſo injured, but not broke. Two ſeamen got up firſt by one ladder, and obeyed their orders by not firing. They levelled their muſkets at a body drawn up to oppoſe them, conſiſting of ſixty Spaniards, who ſeemed petrified with fear; and kept them in awe for ſome minutes, although their officers were at their head encouraging them to fight.

The ſeamen ſcrambling up the ladders, now formed a pretty ſtrong band; and impatient to attack the enemy, leaped down from the parapets with a ſpirit and impetuoſity not to be deſcribed. On their being reinforced by the marines and Loyal Iriſh, the Spaniards fled to the caſements, but they could not recover their panic, notwithſtanding every exertion of their officers; and about one hundred of them eſcaped over the walls, and out of a ſally port. The Governor and principal officers then came and delivered up to Captain Dalrymple their ſwords, the garriſon and regiſter ſhips, with the keys of the fort, and aſked their lives. The garriſon that remained in the fort and ſubmitted, including officers and prieſts, amounted to three hundred and ſeventy-four. Eleven Spaniards were found wounded, two of whom died ſoon after. The enemy would not confeſs the number they had killed; but it was conjectured to exceed thirty. Captain Dalrymple was highly pleaſed with the valour and activity ſhewn by the officers and men of both ſervices, that were under his command; and particularly mentions Lieutenant Dundas of the navy, who was the fourth, and Mr. Concannen, a midſhipman, who was the third, who eſcaladed the walls: alſo, Lieutenant Wightman of the marines, who acted as his aid-de-camp, and was wounded the evening of the 19th, when reconnoitring the ditch. He ſent home his diſpatches

patches by Lieutenant Cardan of the 60th regiment, who, by his appointment, had acted as Captain of artillery and engineer in this expedition, and rendered very important ſervices.

By the Convention, into which the Spaniſh Governor entered with the Commanders of his Majeſty's ſea and land-forces,* a ſtipulation was made to exchange the garriſon of Omoa, for the Baymen who were inhumanly carried away with their families to Merida: and for the performance of this article, two prieſts and the Lieutenant-Governor were detained as hoſtages. The Spaniards were alſo obliged, by this treaty, to exchange two Muſquito Indians, one of whom had been forced to dive at Carthagena for many years, with irons on his limbs; and, after the inhuman labours of the day, was committed to a dungeon every evening. By this conqueſt, ſeveral unfortunate Engliſhmen were likewiſe releaſed, who had been confined here, and made to work as ſlaves.

The Governor and garriſon were releaſed for the preſent, as priſoners of war on their parole of honour; but bound to return, and ſurrender themſelves at a time ſpecified, if the conditions of their enlargement were not complied with. This was perhaps the more neceſſary, as it was well known, that the Spaniards had a moſt inveterate hatred againſt the Baymen and the Muſquito Indians. As a farther ſecurity, the church plate and religious ornaments, for which all ranſom had been refuſed, were retained as a depoſit, to be returned freely as a preſent along with the hoſtages, upon the due performance of the ſeveral articles of the Convention. This ſurely was the very beſt expedient that could be deviſed, for compelling a bigoted Spaniard to perform a promiſe made to heretics.†

The treaſure that had been in the caſtle was removed to a place of ſafety, with the utmoſt diſpatch, as ſoon as the enemy heard of the approach of the Britiſh forces; but that on board the galleons, with the cargoes of the other veſſels in the harbour, and the value of the ſhips themſelves captured on this

* See Note 130.

† What a pity but our countrymen, when they took Manilla by ſtorm in 1762, had been as wiſe.

occaſion, amounted, by eſtimate, to three millions of piaſtres or pieces of eight.

The Spaniſh Governor, apprehenſive that it was the intention of the Britiſh to demoliſh the fortifications here, as they had, in the former war, done thoſe at Porto Bello, was very ſolicitous to ranſom the fort, which had coſt the Crown of Spain an incredible ſum of money, and even offered three hundred thouſand dollars for it. The two galleons, or regiſter ſhips, proved prizes of immenſe value to the captors, and an irreparable loſs to the enemy, as they had on board two hundred and fifty quintals of quickſilver, newly arrived from Old Spain; a commodity ſo eſſential to the purification of their gold and ſilver, and to the ſeparation of theſe precious metals from other bodies, with which they are combined in their ores, that without a conſtant ſupply of it, their mines are of no value. The Spaniards would have given double its real value for it; but, for the reaſons already aſſigned, the Britiſh Commanders reſolved neither to part with it, nor liſten to any terms for ranſoming the fort. Thus, like true patriots, did they prefer the public good to their private emolument: but their noble and diſintereſted views were ſoon fruſtrated in reſpect of the fort, by the enemy, who recovered it, not ſo much by any vigorous exertions on their part, as owing to the unhealthineſs of the place. This conqueſt did great honour to the handful of men who accompliſhed it. Their humanity was as conſpicuous as their bravery: nor could there be a greater contraſt, than between the treatment received by the ſubjects of the Britiſh King at George's Key, who ſurrendered at diſcretion, and that of the Spaniſh garriſon at Omoa, though taken by ſtorm. When the troops marched on to the aſſault, Captain Dalrymple's orders were—"not to ſpare any who reſiſted, but "to give quarter to all who aſked it:" and theſe orders were punctually obeyed. Only two perſons who reſiſted were wounded by the bayonet, and none were pillaged. Even the people from the Muſquito ſhore, and thoſe of Honduras, who had experienced the moſt cruel treatment from the Spaniards, cheerfully

cheerfully complied with the public orders. Proper reſpect was ſhewn to the Spaniſh Governor, the officers, ſoldiers, and inhabitants; and neither cloaths, watches, pocket-money, nor any other effects, were taken from any of the priſoners.

The greateſt acts of mere courage are ſo common to Britiſh ſeamen, that a particular account of any one of them, may, to many readers, ſeem ſuperfluous: but the following inſtance of magnanimity, is at once ſo ſingular in its circumſtances, and ſo truly characteriſtic of the peculiar manners, ideas, and generous heroiſm of that invaluable order of men, as to render it ſurely worthy of notice. It would indeed be an act of injuſtice to the public, not to reſcue from oblivion, a tale, which muſt ſtrike foreign nations with aſtoniſhment, while it reflects the higheſt honour on the ſeamen of Britain. A common ſailor, who had ſcaled the walls of the fort at Omoa, had, that he might the more ſucceſsfully annoy the enemy, armed himſelf with a cutlaſs in each hand. Thus equipped, he met a Spaniſh officer, newly rouſed from his ſleep; who, in his hurry and confuſion, had forgotten to take his ſword. This circumſtance immediately attracted the notice of the Britiſh tar, and reſtrained his fury. Unwilling to relinquiſh ſo glorious an opportunity of diſplaying his courage in ſingle combat, and diſdaining to attack an unarmed foe, he preſented one of the cutlaſſes to him, and thus addreſſed him: "*I ſcorn to take any* "*advantage; you are now upon a footing with me.*" The aſtoniſhment of the Spaniard at ſuch an act of generoſity, and at the eaſe with which ſuch a parley took place, when the uncouth and formidable appearance of his foe led him to form no expectation, but that of being inſtantly and without mercy cut to pieces, could be rivalled only by the admiration which his recital of the ſtory excited in his countrymen.

The Commodore was highly pleaſed with the conduct and behaviour of the Captains, officers, and ſeamen, under his command. He mentioned, in his diſpatches, the important ſervices performed by Captains Nugent and Pakenham, and Lieutenant Trott; and ſent them home by Captain Pakenham,

who had a moſt gracious reception from his Majeſty. Perhaps there never was a conjunct expedition, in which it was leſs needful to mention particular names, than in that againſt Omoa. The conduct of the Commanders, and of all the ſubordinate officers in both departments, was in all reſpects exemplary, whether our attention be turned to their military operations, or to the harmony which pervaded the whole. To this indeed muſt the ſucceſs, which attended the expedition, be chiefly attributed.

Before Commodore Luttrell quitted this part of the American coaſt, he ſettled ſome of the diſperſed Baymen on the Muſquito ſhore; but moſt of them he carried with him to the iſland of Rattan, where he formed a ſettlement, having fortified the place in the beſt manner that circumſtances would admit. He then returned with the ſquadron, prizes, and troops, to Jamaica; leaving the Porcupine ſloop to aſſiſt the garriſon, which Captain Dalrymple left at Omoa.

The climate, in which the fort of St. Ferdinand de Omoa is ſituated, is extremely unfavourable to ſtrangers: and ſo it proved to the Britiſh garriſon, and to the crew of his Majeſty's ſloop Porcupine, whoſe numbers were greatly diminiſhed by a peſtilential diſorder which raged among them. To augment their diſtreſſes, a conſiderable body of Spaniards inveſted the place on the 25th of November. The officers, on conſulting together, found that they had not ſtrength to ſtand a ſiege. They therefore reſolved to abandon the fort, which they did on the 28th; after having ſpiked up the guns, and embarked the ammunition and ſtores.

The Ruby was commanded by Captain Michael John Everitt, as Captain Deane was ſo much indiſpoſed, that he was unable to take charge of her, and died ſoon after. This veſſel, accompanied by the Æolus and Jamaica ſloop, being on cruize off the iſland of Gonave, in the Bite of Leogane, about one in the morning of the 2d of June, fell in with a large ſail, to which they immediately gave chace. The Ruby getting within point blank ſhot of her, between ſeven and eight o'clock, ſhe

ſhe ſtruck; and proved to be La Prudente, French ſhip of war, of thirty-ſix guns, (twelve pounders) and three hundred and fourteen men, commanded by the Viſcount d'Eſcars. The enemy kept firing their ſtern chaces, as the King's ſhips approached, by which Captain Everitt and one ſeaman of the Ruby were unfortunately killed. In Captain Everitt, his Majeſty loſt a moſt excellent officer; and his death was univerſally lamented by all who had the pleaſure of his acquaintance. La Prudente was purchaſed into the ſervice, and added to the Royal Navy, without changing her name. The Penelope took a Spaniſh guarda coſta of ten guns and ſeventy-five men. She was called the Hermoſa Mariana.

His Majeſty's ſhip Saliſbury of fifty guns, commanded by Captain Charles Inglis, being off Porto de Sall, in the Bay of Honduras, at day-break on the 12th of December, got ſight of a large ſail, and gave chace to her, it being then light breezes. At ſix in the evening the chace hoiſted Spaniſh colours. At half paſt ſix, the two ſhips got ſo near as to exchange ſome ſhot; and they continued cloſing, with conſtant firing on both ſides, until paſt eight o'clock, when the enemy's main-maſt went overboard, and they ſurrendered: her mizen-maſt alſo went during the night. She proved to be the Saint Carlos of fifty guns, viz. thirty-eight twelve pounders, ſixteen of which were braſs, twelve ſix pounders, and three hundred and ninety-ſeven men, a private Spaniſh ſhip of war, commanded by Don Juan Antonio Zavelletta, from Cadiz bound to Port Omoa, and having on board twelve twenty-four pounders braſs cannon, a quantity of ſhot and ſhells, five thouſand ſtand of arms, &c.

On board the Saliſbury, four men were killed in the action, and fourteen wounded. Among the latter was Mr. Millar, the Maſter. Five of the wounded died ſoon after the engagement. The ſails and rigging of both ſhips were much damaged. Captain Inglis gave the command of the prize to his Lieutenant, Mr. Thomas Haynes, with whoſe conduct, and indeed with that of all the reſt of his officers and men, he was highly pleaſed.

On

On the 19th of June, while at anchor in Port Royal harbour, a fire unfortunately broke out on board of his Majeſty's ſhip the Glaſgow. It was occaſioned by the careleſſneſs of the ſteward, in going down to the hold, with a lighted candle in his hand, to draw rum: and although every effort was uſed by Captain Lloyd, his officers and crew, to ſave the ſhip, ſhe was entirely conſumed. When the Captain ſaw that there was no poſſibility of preſerving her, he ordered the powder to be thrown overboard; and to this happy preſence of mind, the ſhipping in the harbour, and the town of Kingſton, owed their preſervation. No lives were loſt except that of the Maſter, who was ſnatched out of the flames miſerably ſcorched, and died the next morning.

NORTH AMERICA.

His Majeſty's army, employed in this part of the world, continued under the command of General Sir Henry Clinton, and was of very great force: for although, towards the cloſe of laſt year, a very conſiderable detachment had been ſent from it to the Weſt Indies, under the command of Major-General James Grant; and the Waldeck auxiliary troops had been detached to the ſuccour of the province of Weſt Florida, under the command of Major-General John Campbell, ſo many provincial corps had been raiſed during the winter, that if all of them had been complete, it would have been rather increaſed than diminiſhed in point of ſtrength.*

As ſoon as the ſeaſon would permit, Rear-Admiral Gambier, in the Ardent of ſixty-four guns, accompanied by ſome frigates, returned to England. The command of the naval department then devolved on Captain Sir George Collier, until the arrival of Rear-Admiral Arbuthnot.†

The campaign in America, opened this year, in the province of Georgia; and, as it lies far to the ſouthward, the troops were enabled to commence their operations in the end of the month

* See Note 131. † See Note 132.

month of February. Major-General Prevoſt commanded the land-forces: and, as Captain Hyde Parker, of his Majeſty's ſhip Phœnix, was ordered on other ſervice, by Rear-Admiral Gambier, the command of the naval department devolved on Captain John Henry of the Fowey.

The Congreſs, finding them not only troubleſome, but formidable, had ſhewed great earneſtneſs to obtain a ſuperiority over his Majeſty's land-forces in Georgia: for until this ſhould be accompliſhed, they were in continual apprehenſions for the ſafety of Charleſtown; and dreaded, that the fall of that town would be followed by the greateſt part of the province of South Carolina. For this purpoſe, they ordered a conſiderable force to march to the ſouthward, and ſent Major-General Lincoln, (one of their beſt officers) to aſſume the command there.

Major-General Prevoſt, on account of the ſmallneſs of his military force, and the great extent of territory which he occupied, found it neceſſary to abandon Auguſta, and all his poſts above Hudſon's ferry, which is twenty miles above the town of Savannah, leſt the enemy, by their ſuperior numbers, ſhould be enabled to cut off ſome of them. Mr. Lincoln, as his army increaſed, drew nearer to the Britiſh outpoſts, and eſtabliſhed a conſiderable force, under the command of a Brigadier-General Aſhe, in a ſtrong poſition on Briar creek, only thirteen miles above Hudſon's ferry. This poſt was found to be ſo extremely inconvenient to the Britiſh army, by cutting off in a great meaſure, all the ſupplies which it was accuſtomed to draw from the upper part of the country, that General Prevoſt determined, if poſſible, to remove it, and took his meaſures accordingly. The principal attack was to be made on the enemy's front, by a detachment of troops under the command of Lieutenant-Colonel Prevoſt: but that they might at the ſame time be attacked in the rear, Sir James Baird, with three companies of grenadiers, was ordered to take a circuit of at leaſt fifty miles; then to croſs the creek above them, turn their flank, and get round and take poſt behind their rear. General Prevoſt, in the mean time, made ſome movements with the army, with a view

a view of attracting General Lincoln's attention. The whole design succeeded to his wish. On the 3d of March, their post at Briar creek was attacked, and in some measure surprised. They were quickly routed and dispersed: seven pieces of cannon, several stand of colours, and almost all their arms, ammunition, and baggage, fell into the hands of the conquerors. The loss which the enemy sustained in killed, wounded, and prisoners, was very considerable. About one hundred and fifty were found dead on the field of battle, and in the adjoining woods and swamps; but their chief loss consisted in the number of officers and men, who, in their flight, plunged themselves into the river and were drowned. Brigadier-General Elbert, second in command, one of their best officers, twenty-six other officers, and about two hundred men were made prisoners. The loss sustained by the King's forces, in this action, was only five private men killed, and one officer and ten private men wounded.

The enemy's numbers at Briar creek considerably exceeded two thousand; while the different detachments, under the command of Lieutenant-Colonel Prevost, amounted only to nine hundred effective men:* but never did troops shew greater intrepidity, or better discipline, than his Majesty's did in this unequal combat.

The consequences of this defeat were soon obvious. The enemy for a while kept a respectful distance; the communication with the upper country was again opened; and a great number of the deluded inhabitants submitted, came in to Savannah,

* State of the force under the command of Lieutenant-Colonel Prevost, when he attacked the rebel post at Briar Creek, March 3d, 1779:

Three grenadier companies of the 60th regiment, - - -	200
One company of light-infantry of the 71st regiment, commanded by Sir James Baird, - - - - - - - - -	100
The 2d battalion of the 71st regiment, - - - - -	350
Captain Tawse's troop of light dragoons, - - - -	50
Artillerymen, Provincials, Rangers, and Militia, in all about -	200
Total, - -	900

Savannah, and took the oath to be faithful to his Majeſty.

General Lincoln, being ſoon after joined by ſtrong reinforcements of continental, and alſo by large bodies of provincial troops and militia from the Carolinas, he thought that he had now ſufficient ſtrength to carry a point, which he had long deſired to attain. It had been his wiſh to march into the upper part of the province of Georgia; and there to eſtabliſh a poſt of ſuch ſtrength, as would effectually cut off all ſupplies being ſent, by means of the river Savannah, to the King's troops and Loyal Americans in the lower part of that province, while it would circumſcribe the royal army within narrow bounds, and prevent its being joined by any friends, or Indians from the back ſettlements. Having left detachments at Black Swamp and Puryſburg, under General Moultrie, he accordingly croſſed the river Savannah on the 23d of April, and marched up its ſouthern bank, with a very conſiderable force.

Major-General Prevoſt was not inattentive to the enemy's motions, and reſolved to profit, if poſſible, by General Lincoln's abſence. By making a ſudden irruption into South Carolina, and reaching Charleſtown before any ſuccours could be thrown into that place, he hoped to make himſelf maſter of it by a *coup de main*. Even if he ſhould fail in that attempt, he might collect a great quantity of proviſions, of which his army ſtood much in need, convey them to Savannah, and make good his retreat to that place, by means of the gallies and other armed ſmall craft, in which he might return by the iſlands and various inlets, which were always open to him. Accordingly, on the 29th of April, when he ſuppoſed, that General Lincoln and his army had got to a convenient diſtance, he croſſed the Savannah, with near three thouſand of his beſt troops and ſome Indians, and made a forced march, in hopes of ſurpriſing Brigadier-General Moultrie and the corps under his command, poſted at Black Swamp: but the country being alarmed, the rebels had got notice of the approach of the Britiſh troops, and quitted the ground, three hours before they reached it. Mr. Moultrie immediately penetrated into General Prevoſt's

Prevoſt's deſigns, and did all that lay in his power to fruſtrate them. He ſent an expreſs to General Lincoln, informing him of what had happened, and preſſing him, either to return with his army, or to detach ſuch a ſtrong reinforcement as would prevent Charleſtown from falling into the hands of the Britiſh. He then marched off with the corps under his command, formed a junction with one under Colonel M'Intoſh, and both retreated with the greateſt expedition towards Charleſtown, taking care to impede the motions of General Prevoſt, by breaking down, as ſoon as they had paſſed it, every bridge that lay in their route. The news of General Prevoſt's invaſion of South Carolina was ſo little expected by General Lincoln, that he could not, for ſome time, believe that any thing ſerious was intended againſt Charleſtown. He ſuppoſed, that a ſtrong foraging party had been, by miſtake, conſidered as an invading army, and therefore ſent a reinforcement of only five hundred men to General Moultrie, to drive them out of the province. By the arrival of repeated advices, he was at laſt convinced, that it was abſolutely neceſſary to direct his whole ſtrength that way, and by forced marches to endeavour to ſave the place. In the mean time, Governor Rutledge and General Moultrie exerted themſelves to the utmoſt, in fortifying Charleſtown on the land ſide, in the beſt manner they could. By their orders, all the houſes in the ſuburbs were burnt; in the ſpace of a few days lines and abbatis were thrown up from Aſhley to Cooper rivers, and cannon mounted on them at proper intervals: a large body of militia was ordered into the town, and the principal diſloyal inhabitants gave all the aid in their power, towards the defence of the place. General Prevoſt was obliged to ſtruggle with very conſiderable difficulties. Theſe conſiſted, more in the fatigue and trouble of laying bridges acroſs rivers and creeks, and in paſſing ſwamps, than in any oppoſition from the enemy's troops, who always fled at his approach, and retreated towards Charleſtown. If he had been ſo fortunate as to have arrived there, before theſe ſuccours were thrown into the place, and ſuch pains taken to fortify it, in all probability

bability it would have ſurrendered to him on the firſt ſummons. By the 10th of May, he got within a ſhort diſtance of the place, and ſent a flag of truce, requiring the Governor to deliver up the town, and the garriſon to become priſoners of war. The garriſon conſiſted, at this time, of no leſs than three thouſand three hundred men; ſo that it was at leaſt a third ſtronger than the force which General Prevoſt led againſt it. The troops in it were indeed moſtly militia, and little accuſtomed to military operations. Either they, from averſion to hazard their lives, if the place ſhould be ſtormed; or the merchants, from the fear of loſing the immenſe property which they had in the town, prevailed on the Governor, in his civil capacity, to propoſe to General Prevoſt—"That South Carolina ſhould "remain in a ſtate of neutrality till the cloſe of the war, and "then follow the fate of its neighbours, on condition that the "royal army ſhould withdraw." This propoſal appears to be extremely jeſuitical. It would ſeem to be intended, either to enable the South Carolineans to get rid of the authority of Congreſs, and under the pretence of ſuch a convention, to avoid contributing their quota of expence for carrying on the war; or to deceive General Prevoſt, until, by procraſtination, they had brought him into a very diſagreeable dilemma. They well knew, that having neither ſtrength of numbers, mortars, battering cannon, nor a naval force capable of making any impreſſion, he was not in a condition to lay ſiege to the town: and they had certain information, that General Lincoln, with his whole force, was ſtraining every nerve to come to its relief, and could not be far off. They were therefore not without hopes, that before the terms of the negociation could be finally adjuſted, he might be placed between two fires. The General, by rejecting the propoſal of a neutrality, happily eſcaped the ſnare, which had been ſo artfully laid for his deſtruction. Having previouſly ordered the gallies, armed veſſels, and ſmall craft, to meet him, he retired to the ſouth ſide of Aſhley river, and from thence to James's iſland, St. John's iſland, and the other iſlands, which form the ſouth ſide of Charleſtown harbour.

harbour. When the Vigilant and armed veſſels ſailed from the town of Savannah, they went through Callibogie ſound and Scull creek, into Broad river: and on their approach, the rebels burnt Fort Lyttelton in Port Royal, and abandoned another fort on St. Helena, leaving it entire. The guns were taken out of theſe forts, leaſt they ſhould again fall into the hands of the enemy. While the King's troops were on the iſlands near Charleſtown, they were joined by two frigates, eſcorting a fleet of victuallers from New York, which proved a moſt ſeaſonable relief to them.

General Prevoſt's operations, from that time to the 10th of June, conſiſted in removing his troops from one iſland to another, and in eſtabliſhing the different poſts intended to be occupied, during the approaching hot and ſickly ſeaſon. On that day, after every preparation had been made to abandon the poſt at Stono ferry, where the Honourable Lieutenant-Colonel Maitland commanded, with about eight hundred men, it was attacked by at leaſt five thouſand rebel troops, headed by General Lincoln. They had a train of artillery conſiſting of eight pieces of cannon, and made their attack with great ſpirit; but were received with determined firmneſs by the Britiſh troops, who were aided by the fire from the armed veſſels, which covered the left flank of the poſt. On perceiving a reinforcement of troops, ferrying acroſs from John's iſland, to the aſſiſtance of Colonel Maitland, the rebels made ſo precipitate a retreat, that their army ſuffered but little from the troops, who puſhed out after them, with a deſign to harraſs their rear. Luckily for them, the cavalry had been ſent away, a few days before the rebels had ventured on this enterpriſe, in which they ſeverely ſuffered. They loſt in this attack a Colonel of artillery, beſides twenty-eight officers of different ranks, and between three and four hundred men killed and wounded. They were enabled to carry off all the latter, and many of the former, by having a number of empty waggons, which they had brought with them for that purpoſe. The loſs ſuſtained by his Majeſty's forces, conſiſted of one Major, two ſubaltern officers,

and

and nineteen non-commiſſioned officers and privates killed; and one Major, two Captains, ſix ſubaltern officers, and ninety-three non-commiſſioned officers and privates wounded; and one private miſſing. General Prevoſt ordered the troops to remain on the ground three days after the action; when no enemy appearing, he abandoned it, moved to Port Royal iſland, where he eſtabliſhed a poſt, and proceeded with the remainder of the troops to Savannah. The Americans complained bitterly, of the treatment which they received from the royal army in this expedition againſt Charleſtown. They averred, that the negroes, allured by the hope of freedom, had repaired in great numbers to General Prevoſt; that, to ingratiate themſelves with their new maſters, they had diſcovered the places, in which their owners had ſecreted their money, jewels, plate, and moſt valuable effects, when the Britiſh troops invaded the country; and that, by theſe means, the colony loſt three thouſand negroes, moſt of whom were afterwards ſold and ſent to the Weſt Indies, beſides an immenſe booty, which the army carried off when it retreated to the iſlands. How far theſe complaints were well founded, it is impoſſible to ſay. Perhaps they are greatly exaggerated: and the rapid motions of the army, may have prevented the complaints of the inhabitants from reaching the General's ears, in proper time for him to afford the neceſſary redreſs. Even in the beſt light in which it can be viewed, the country which is the ſeat of war muſt be unhappy: and where the greateſt part of the inhabitants were in arms againſt their lawful Sovereign, the diſpoſſeſſing them of their wealth and property can ſcarcely be viewed in a criminal light, nor reckoned contrary to the uſages of war.

Whether it proceeded from orders ſent from Britain, or from the particular ſituation in which the Commander in Chief found himſelf placed, it may not be eaſy to determine; but the operations of this campaign rather gave it the appearance of a war of detachments, than rendered it remarkable for any grand chain of deſign, or great military exploit. The firſt occurrence in it, worth mentioning, was a petty expedition of

the enemy's, which they ſent againſt Sagg harbour, near the eaſt end of Long Iſland, where the Honourable Major Charles Cochrane commanded a ſmall detachment of his Majeſty's forces. On the firſt of February, at day-break, a brig and two ſloops were ſeen ſtanding in for the harbour, and were ſuppoſed, by ſome of the inhabitants, to be veſſels belonging to the rebels. They were fired at by the King's armed ſhip lying in the harbour, and by another veſſel; but paid little attention to them, and kept ſtanding on, until they were within reach of the guns on ſhore. Then hoiſting rebel colours, they cannonaded for ſome time; but as the twelve pounders from the battery proved two heavy metal for them, they ſtood out of the harbour towards the end of Hog-neck, from which a diſtant firing was kept up, until it was perceived that the rebel brig was aground. A twelve pounder was immediately moved down to the end of Long-wharf, and was ſo well pointed, that her ſhot deterred the ſloops from going to the aſſiſtance of the brig. Major Cochrane, with the infantry of the Britiſh Legion, and the three pounder attached to that corps, in the mean time, croſſed over to Hog-neck, from which the gun bore with ſuch advantage on the brig, that ſhe ſoon after ſurrendered; but having five whale-boats on board, all her hands, except three, got off to the ſloops, which immediately quitted the bay. She proved to be the Middleton, of ſixteen ſix pounders, was going on a cruize, and was found completely fitted in every thing. The ſloops were privateers alſo: one of them mounted fourteen, and the other ten guns.

Sir Henry Clinton, having received undoubted intelligence, that the enemy were amaſſing a great many ſtores and magazines in Virginia, determined, if poſſible, to deſtroy them. He therefore concerted meaſures with Commodore Sir George Collier for that purpoſe, and embarked a body of infantry, amounting to two thouſand five hundred men,* the command of

* The grenadiers and light companies of the guards; 42d, or Royal Highlanders; Royal Volunteers of Ireland; and the Heſſian regiment of Prince Charles.

of which he gave to Major-General Matthew. They ſailed from New York on the 5th of May, in twenty-two tranſports, eſcorted by the Raiſonable, (on board of which the Commodore had his broad pendant) Rainbow, the Otter, Diligent, and Haerlem ſloops, and Cornwallis galley, and ſeveral private ſhips of war. They reached the Capes of Virginia on the 8th, but it was the 10th before the weather permitted them to land. At ſun-riſe on the 9th, ſome rebel ſhips and veſſels were ſeen in Hampton road, with their ſails looſe; but, as ſoon as the tide admitted of it, they got under way and run up Elizabeth and James's rivers. The Commodore proceeded with the fleet to Hampton road, where he came to anchor. Here, he ſhifted his pendant to the Rainbow; the great draught of water which the Raiſonable drew, not admitting of her going further with conveniency. As ſoon as the tide began to make, Sir George Collier made the ſignal to weigh, and puſhed up Elizabeth river, until a contrary wind and the ebb of the tide obliged the fleet to come once more to an anchor. The morning of the 10th proved calm, which prevented the ſhips from moving up the river with the flood tide, on account of the narrowneſs and intricacy of the channel. But as the intended place of debarkation was not more than five or ſix miles diſtant, General Matthew, determined not to loſe a moment, embarked the the firſt diviſion of the troops in the flat-boats, and under cover of the Cornwallis galley, and two gun-boats that carried a ſix pounder at each end, proceeded up, and landed about three in the afternoon at the Glebe, on the weſtern ſhore of Elizabeth river, three miles below the town of Portſmouth, and juſt out of cannon-ſhot of Fort Nelſon, which fired ſome heavy guns at the galley. A freſh breeze ſpringing up, the ſhips ſoon followed; and immediately on the return of the flat-boats from the ſhore, the remainder of the troops, with the field artillery, were landed with the utmoſt diſpatch. General Matthew immediately put the troops in motion, with a deſign to inveſt the fort; which the rebels perceiving, and dreading that their retreat would be cut off, they evacuated the place,

before the troops could reach the ſouth branch of Elizabeth river. Poſſeſſion was immediately taken of the fort and town of Portſmouth; and the troops were encamped in two lines, the right of the camp cloſe to the fort, and the left to the ſouth branch of Elizabeth river. On the 11th, General Matthew puſhed forward two corps: one, compoſed of the flank companies of the guards, took a ſtrong poſition ten miles in front of the right wing; the other, compoſed of the Volunteers of Ireland, took one equally ſtrong, ſeven miles in front of the left wing. The centre of the line was covered by an impenetrable ſwamp. On the 12th, the guards, under the command of Colonel Garth, marched at night eighteen miles, and arrived at Suffolk at day-break. The rebels haſtily deſerted the town; when ſome veſſels, a very large magazine of proviſions, with naval ſtores, and two pieces of cannon, were deſtroyed.* When the enemy abandoned Fort Nelſon, they ſet fire to all their ſhips that were on the ſtocks in the dock-yard, one of whom was a fine frigate juſt ready for launching: the flames ſpread and conſumed ſeveral veſſels, among the number of which were two French ſhips, which had upwards of a thouſand hogſheads of tobacco on board. The detachment, under Colonel Garth, rejoined the army as ſoon as the magazines were deſtroyed. When the Britiſh colours were hoiſted on Fort Nelſon, poſſeſſion was taken of the town of Norfolk, which is ſituated directly oppoſite to Portſmouth, on the other ſide of the river. Here alſo were found great quantities of naval and military ſtores, and large magazines of proviſions. Of the latter, three thouſand barrels of pork were deſtroyed at Norfolk; one hundred and ſeventeen were taken at Portſmouth, with one hundred and thirteen barrels of flour, fifty-nine hogſheads of molaſſes, and forty-three puncheons of rum. The Commodore, apprehending that many more of the enemy's veſſels had puſhed up the river, diſpatched the Cornwallis galley, two gun-boats, four flat-boats manned and armed, together with four privateers, which had deſired to receive orders

* See Note 133.

orders from him, under the command of Lieutenant Bradley, aſſiſted by Lieutenants Hitchcock and Johnſon, in purſuit of them. They had the good fortune to be very ſucceſsful in this enterpriſe, taking and burning a great many of the enemy's veſſels, ſeveral of which were on the ſtocks and ready for launching. Among thoſe taken, was the Black Snake privateer of fourteen guns, which, after being cannonaded by the gun-boats, was carried by boarding, with the loſs of ſome of the enemy, while on the ſide of the Britiſh, only two men were wounded. When the Commodore entered Elizabeth river, he ſent ſome ſmall ſhips of war, under the direction of Captain Creyk of the Otter, up the main branch of the Cheſapeak; and was much pleaſed with the judicious movements of this little ſquadron, which harraſſed and diſtreſſed the enemy very much, and took ſeveral veſſels and deſtroyed others. Among the former were two veſſels, having on board about two hundred hogſheads of tobacco.

The naval and military ſtores, and proviſions, particularly the former, were ſhipped on board tranſports, and carried to New York, for the uſe of his Majeſty's careening yard there. Of the proviſions, General Matthew diſtributed daily a great quantity, to the numerous inhabitants of Portſmouth and its environs. While the troops, aſſiſted by a body of negroes, were buſily employed in deſtroying Fort Nelſon, having received information on the 16th of May, that ſome parties of the enemy had been ſeen ſculking about the Great Bridge, ſeven miles in front of Lieutenant-Colonel Doyle's poſt, he ordered that officer to march ſuddenly, and endeavour to drive them away: and to enable him to execute theſe orders, he reinforced him with ſome dragoons, under the command of Captain Deimar. This exploit ſucceeded very well: the enemy were diſperſed, and the Colonel took poſt at the bridge. In conſequence of good intelligence being brought to the General, that the enemy had many public ſtores at Kempe's landing in Princeſs Anne county, and ſome conſiderable veſſels in the eaſt branch of Elizabeth river, and on the ſtocks, he gave orders

on the 17th, to a ſtrong detachment of the 42d regiment, under the command of Colonel Stirling, to croſs the river at Norfolk, and march to Kempe's landing, a diſtance of nine miles; and the Commodore ſent a gun-boat and ſome flat-boats up that branch of the river, to give the troops all the aid in their power. Colonel Stirling's ſucceſs was complete: and he performed this ſervice ſo expeditiouſly, that he returned to camp with his detachment, that ſame evening. On the 22d of May, another detachment of the 42d regiment, in two flat-boats, fell down the river to Tanner's creek, where they deſtroyed ſix veſſels on the ſtocks, one of which was nearly completed for ſixteen guns.

General Matthew, having now executed his orders, agreeably to his inſtructions, embarked his troops in order to return to New York; having firſt deſtroyed the fort, and burnt the barracks, ſtorehouſes, and all the buildings in the dock-yard, together with ſuch ſtores as it was impoſſible to carry away, and ſuch veſſels on the ſtocks as had not been deſtroyed by the enemy.

The ſucceſs of this expedition far exceeded the Commander in Chief's moſt ſanguine expectations, with reſpect both to the immenſe loſs ſuſtained by the enemy, and to the quantity of naval and military ſtores acquired, and brought to New York. It is next to impoſſible to aſcertain, with exactneſs, the immenſe value of proviſions, maſts, yards, timber, plank, iron, nails, blocks, rigging, ſail-cloth, tar, and other naval and military ſtores, which fell into the hands of the King's forces on this occaſion; beſides great quantities of tobacco, molaſſes, and other articles. In addition to all theſe, from the time when the fleet entered the Cheſapeak, above one hundred and thirty veſſels were taken or deſtroyed. Among the latter may be reckoned, a ſhip of war of twenty-four guns, almoſt rigged, burnt by the enemy; another of thirty-ſix guns, not quite finiſhed, and on the ſtocks; one of eighteen, one of ſixteen, and three of fourteen guns, all deſigned for privateers.

Every thing being ready, the Commodore proceeded to ſea with

with the fleet on the 25th of May, taking with him seventeen valuable prizes, and arrived at Sandy Hook three days afterwards. The loss of men, in killed or wounded in this expedition, was so very small, that it is not worth mentioning.

Sir Henry Clinton received certain information, that the enemy were fortifying the posts of Stony Point and Verplank's, on the Hudson's river; and was convinced, that the possession of them by the British troops, would be of the greatest importance to the security of the posts which he occupied, between the city of New York and these places. He was likewise aware, that the route, by these posts, was the most direct and convenient communication between the countries on each side of that river; and that, if the enemy were deprived of them, it would give them a detour of near ninety miles, to keep open the intercourse between the northern and southern provinces. Having therefore made some movements with his army, in order to draw the attention of General Washington, he resolved on an expedition up the North River, against the two posts above-mentioned, to be conducted by himself, assisted by Major-General Vaughan. The troops destined for that service were ready to set out, when the fleet and troops from Virginia returned to New York. The Commodore most readily agreed to accompany Sir Henry Clinton, who ordered the troops newly returned to proceed in their transports up the North River, and to form a junction with the troops which he had embarked. On the 30th, the whole sailed up the river; the Commodore in the Raisonable leading the way, and having with him the Camilla, Vulture sloop, Cornwallis, Crane, and Philadelphia gallies, and two gun-boats. They passed the *chevaux de frize* without any accident. About eight miles above Dobbs's ferry, the Commodore quitted the Raisonable, hoisted his pendant on board the Camilla, and proceeding forward with the transports, anchored that evening just out of random shot of Fort la Fayette, which the rebels had erected on Verplank's Point. Next morning, Major-General Vaughan was landed, with a considerable body of troops, on the east side of the river,

eight miles below Verplank's; while General Clinton, with the 17th, 63d, and 64th regiments, and one hundred Yagers, proceeded within three miles of Stony Point. Theſe troops Sir Henry Clinton placed under the command of Lieutenant-Colonel Johnſon, ordered them to diſembark and act in conjunction with the troops already landed, immediately on their arrival: himſelf commanding the whole, and directing the attack. On the ſhips coming in view, the rebels abandoned their works, which were nearly completed, and ſet fire to a large blockhouſe. As the troops arrived to take poſſeſſion, the enemy made ſome ſhew of reſiſtance, by drawing up upon the hills, but did not wait the conflict.

Some ſhot were exchanged between the ſhips and Fort de la Fayette, while the troops were taking poſſeſſion of the heights of Stony Point, which commanded it. In the night, the artillery deemed neceſſary for the ſiege were landed; and the proper places for erecting batteries were ſelected. Major-General Pattiſon, by great perſeverance and fatigue, being well ſeconded by the troops, was able to erect two batteries, one of which was for mortars, on the ſummit of a difficult rock. By dawn of day theſe began to play acroſs the river, on Fort de la Fayette, at the diſtance of about a thouſand yards; but from the heights on which they were ſituated, they had greatly the command of the place. The cannonading continued through the whole day, during which time the diviſion of the King's troops, under the command of Major-General Vaughan, completely inveſted the fort. As ſoon as it was dark, the Commodore, to prevent the enemy from effecting their eſcape by water, which, according to information which the General had received, they intended to attempt; ordered the Vulture ſloop and Cornwallis galley to paſs the fort, and anchor above it; which they did, without ſuſtaining any damage. On the morning of the 2d of June, the firing from the ſhips, gallies, and batteries commenced; and quickly became ſo ſuperior to that of the enemy, that perceiving all means of retreat cut off, they beat the chamade, and ſoon conſented, both to deliver up the place,

place, and to ſurrender themſelves priſoners of war at diſcretion. The fort was found to be a ſmall but very complete work, furniſhed with a blockhouſe, double ditch, chevaux de frize, and abbatis. Sir Henry Clinton placed a garriſon in it, and as Stony Point is very ſtrong by nature, he ordered it to be alſo fortified and garriſoned. By the poſſeſſion of theſe two places, he was maſter of King's ferry, a circumſtance which the enemy very ſeverely felt.

General Clinton, being deſirous of drawing General Waſhington from the ſtrong poſts which he occupied in the mountains, determined to ſend a deſultory expedition into the Eaſt Sound; in hopes, that this might induce him to march in defence of the towns on the Connecticut coaſt. In that event, he conſidered it as probable that he might bring him to a general engagement, on leſs diſadvantageous terms, than by directly attacking his intrenchments: and he foreſaw, that if the rebel army ſhould be defeated and diſperſed, the whole country would be at the mercy of the Britiſh troops. He had alſo another reaſon for undertaking this expedition. The Commodore had repreſented to him, that the Americans, by means of the great numbers of ſmall privateers, which they fitted out in the ports ſituated along the Eaſt Sound, had in a great meaſure deſtroyed the whole commerce of his Majeſty's ſubjects in thoſe parts. The extirpation of thoſe vermin, therefore, became a ſecondary inducement to execute his plan. Sir George Collier accordingly, on the firſt of July, diſpatched the Renown, Thames, Otter ſloop, and two armed veſſels, to block up New London, and the eaſt entrance of the Sound: and General Clinton having embarked, in tranſports, about two thouſand ſix hundred men, under the command of Major-General Tryon and Brigadier-General Garth, ordered them to Whitſtone; where Sir George Collier in the Camilla, with the Scorpion, Halifax brig, and Huſſar galley, from New York by way of Hell-gate, joined them on the 3d of July, and in the evening of that day put to ſea. On the 5th, in the morning, they came to an anchor off the harbour of New-

haven:

haven: and by five o'clock, the firſt diviſion of the troops,* under General Garth, was landed at a place a mile ſouth of Weſthaven, and immediately began to march, making a circuit of more than ſeven miles, to get round a creek on the weſt ſide of the town. As ſoon as the boats returned from the ſhore, General Tryon embarked the ſecond diviſion of his troops in them, and a little before noon, made good his landing on the eaſtern ſide of the harbour,† and inſtantly proceeded to New-haven, which is diſtant about three miles. The enemy, who had received previous notice of this enterpriſe, made a conſiderable oppoſition; but retired as the troops approached. One field-piece, with which the corps under General Tryon had been annoyed when they were landing, was taken; and alſo a battery of three guns, ſituated on a rock, which commanded the channel of the harbour. This enabled the armed veſſels to enter it, and draw near the town, where the troops formed a junction. General Garth had been obliged to fight his way, for the greateſt part of the march from Weſthaven; but had every where repulſed the enemy. Their public ſtores, and ſome veſſels and ordnance, were deſtroyed; and ſix field-pieces, and a privateer ready for ſea, were brought off. On the 6th, the troops were re-embarked, with very little moleſtation. On the 8th, the fleet was off Fairfield: and the troops immediately got into the flat-boats, and under cover of the galley and gun-boats, landed near the town, although oppoſed by a conſiderable body of milita and continental ſoldiers. The General immediately marched for Fairfield, where the enemy, very fooliſhly, kept firing on the King's troops from windows and tops of houſes; and thereby provoked a band of loyal refugees to ſet the place on fire, by which a great many whale-boats, and moſt of the town was conſumed. On the 9th, the troops

* Conſiſting of the flank companies of the guards; 7th, or Royal Engliſh Fuzileers; 54th regiment; a detachment of Yagers, and two pieces of artillery.

† Conſiſting of the 23d regiment, or Royal Welſh Fuzileers; two regiments of Heſſians; the King's American regiment of provincials, and two pieces of cannon.

troops were again re-embarked, and the fleet croſſed the Sound to Huntingdon in Long Iſland, where it arrived in the evening. Having taken on board ſome refreſhments, it ſailed on the 11th, once more acroſs the Sound; and anchored five miles from the bay of Norwalk, where the troops landed in three diviſions, and marched directly towards the town. The rebels made conſiderable oppoſition to them, and behaved very treacherouſly, firing on them from the windows and tops of houſes, after having granted them ſafeguards. This baſe conduct induced the General to order his men to ſet the town on fire, by which it was entirely conſumed, together with five large veſſels, two privateer brigs on the ſtocks, and twenty whale-boats; as alſo two ſaw-mills, a conſiderable ſalt work, ſeveral warehouſes of ſtores, merchandize, and other articles. The ſmall town of Greenfield underwent the ſame chaſtiſement, for the like reaſon. Here two row-boat privateers were deſtroyed, and many whale-boats. On the 12th, the troops were re-embarked without oppoſition, and returned to Huntingdon bay, in order to be ready to go on another enterpriſe: but General Tryon received orders to return with them to New York. Scarcely had they all arrived there, when they received diſagreeable news, that the rebels had, on the night of the 15th of July, taken the important poſt at Stony Point by ſurpriſe, although a very conſiderable garriſon had been placed in it, and that too under the command of a very able officer. No exploit, during the courſe of this unfortunate war, did more honour to the rebels, or raiſed their military reputation higher, than this did. It was conducted by a General Wayne, who, with admirable ſecrecy and courage, carried the place by ſtorm. His numbers it is true were very conſiderable, for he had near four thouſand men under his command; but his meaſures were ſo admirably taken, and his guides were ſo well acquainted with the ground, that his troops were in action, before the garriſon knew of their approach. The loſs ſuſtained, on the part of the Britiſh, was not ſo conſiderable as might have been expected, from the nature of the attack.* No ſooner did the enemy become

* See Note 134.

come maſters of Stony Point, than, with the heavy artillery found there, they commenced a furious cannonade acroſs the river, on the poſt eſtabliſhed at Verplank's Point, where Lieutenant-Colonel Webſter commanded.* Soon after this attack, he received information, that they had a conſiderable force in his rear, with which, if they did not alſo attack him from that quarter, they might at leaſt make his retreat, if he ſhould be driven to that extremity, very difficult.

Immediately on this intelligence reaching New York, Sir Henry Clinton put his army in motion, and advanced to Dobbs's ferry, puſhing forward the cavalry and ſome light troops to the banks of the Crotton river, to awe the enemy in any attempt by land againſt Verplank's Point. Brigadier-General Stirling was, in the mean time, embarked, with the 42d, 63d, and 64th regiments, on board tranſports, for the relief of Verplank's, or the recovery of Stony Point. The Commodore returned in the critical moment, to conduct them up the river; but, from the northerly winds prevailing, a circumſtance rather uncommon at this ſeaſon, it was the 19th before they could proceed on their voyage. They made then all poſſible haſte: and, on the appearance of the ſhips, the enemy abandoned Stony Point with the greateſt precipitation; having firſt removed all the mortars, and either buried or thrown into the river, what cannon they had not embarked in their galley.

Lieutenant-Colonel Webſter had, with great firmneſs, ſupported the heavy fire of the enemy, and had not, during the whole time of it, deigned to return a ſingle ſhot, being ſenſible that it could have no material effect. By this conduct, the rebels were induced to believe, that he had no heavy cannon, and therefore brought a galley down the river, to carry off from Stony Point part of the artillery, which they would have found too cumberſome to tranſport by land, through the roads of that country. As ſoon as they had conveyed the cannon on board the galley, Lieutenant-Colonel Webſter opened upon her an eighteen

* The garriſon of Verplank's Point conſiſted of the 33d regiment, Loyal Americans, and detachments from the 71ſt regiment and royal artillery.

eighteen pounder, the only piece of heavy ordnance he had: and his ſhot were ſo well aimed, and raked her with ſuch effect, that, to prevent her ſinking, the crew run her aſhore, and there ſet her on fire. Sir Henry Clinton was ſo anxious for the ſucceſs of Brigadier-General Stirling, that, leſt the long contrary winds ſhould have given the enemy time to collect a force at both places, of ſufficient ſtrength to fruſtrate his deſigns, he embarked a large body of troops, with which he joined him in Haverſtraw bay. Such was the ſituation of the Britiſh army, that it could have been aſſembled with the greateſt eaſe, if its ſeemingly diſperſed ſtate had been able to betray General Waſhington into the ſnare of leaving his ſtrongholds, and hazarding an engagement for the poſſeſſion of Stony Point; but he was too cautious to do this, in a country unfavourable to him.

Sir Henry Clinton left five battalions, under the command of Brigadier-General Stirling, to repair and ſtrengthen the works at Stony Point, which the rebels had greatly damaged, and returned to New York and its environs with the army. The Commodore alſo returned there with the large ſhips. Soon after his arrival, he received certain information, that a very conſiderable force had ſailed from Boſton, to attack a poſt which Brigadier-General Francis M'Lean had, by order of the Commander in Chief, eſtabliſhed at Majebigwaduce on the river Ponobſcot: and he accordingly ſailed from Sandy Hook, on the 3d of Auguſt, with his Majeſty's ſhips Raiſonable, Greyhound, Blonde, Virginia, Camilla, Galatea, and Otter ſloop, in hopes of arriving in time to truſtrate their deſign.

Before proceeding in the detail of Sir George Collier's operations, it will be neceſſary to turn our attention to thoſe of Brigadier-General M'Lean, who commanded his Majeſty's troops at Halifax. He had received Sir Henry Clinton's orders, as the reader has been already informed, to eſtabliſh a poſt on the river Ponobſcot, as ſoon as the ſeaſon would permit; and to detach for that purpoſe, ſuch a part of the troops in the province of Nova Scotia, as he ſhould judge ſufficient, and compatible with the ſafety of Halifax. Sir Henry Clinton, knowing

knowing well what an excellent officer General M'Lean was, gave him a diſcretionary power to proceed on any other expedition, that he might judge practicable, to the eaſtward of Caſco bay. General M'Lean thought it would beſt anſwer the intentions of the Commander in Chief, to go himſelf with the troops to the river Ponobſcot, as he would, by theſe means, be at hand to judge of the practicability or utility of any other movement. He was farther induced to adopt this plan, by the conſideration, that while at Ponobſcot, the ſhips and troops employed on that ſervice were in fact covering the coaſt on the Bay of Fundy: and he apprehended, that nothing of conſequence could be carrying on in the New England provinces, of which he might not obtain intelligence in due time to take his meaſures accordingly.

Having made all the neceſſary arrangements, he embarked the troops, and under the eſcort of three ſloops of war, viz. the Albany, North, and Nautilus, ſailed from Halifax; and on the 16th of June landed, on the peninſula of Majebigwaduce, in the river Ponobſcot, a body of troops, conſiſting of four hundred and fifty men of the 74th regiment, a highland corps commanded by Lieutenant-Colonel John Campbell, and two hundred men of the 82d regiment, (the General's own regiment). The difficulties in clearing the wood, landing proviſions and ſtores, and placing them in ſafety, occupied them ſo long after their arrival, that it was the 2d of July before the intended fort could be marked out: and although the utmoſt exertions were made, by the officers and men of both ſervices, it was very far from being in a ſtate to afford them any ſecurity, againſt the vigorous attack with which they were threatened. On the 21ſt of July, General M'Lean received certain information of the ſailing of a very conſiderable armament from Boſton, for the purpoſe already mentioned: and at that time, two of the baſtions of the intended fort were untouched; the remaining two, with the curtains, were in part about four or five feet in height, and twelve in thickneſs; the ditch was, in moſt parts, not above three feet in depth; no platform

platform was laid, nor any artillery mounted. Finding that it would be impoſſible to finiſh the fort, before the enemy would be at hand, he reſolved to let it remain in its preſent ſtate: and relying on the zeal and ardour which appeared to actuate all ranks, he immediately ſet to work to put the poſt in the beſt poſture of defence, which the ſhortneſs of the time would admit. In this, as in every thing elſe, he received the moſt cordial and efficacious ſupport, from the officers and crews of the three ſloops of war, who were determined, with the utmoſt cheerfulneſs to abide the fate of the garriſon. The fort, which had hitherto afforded employment to the troops, was ſituated about the middle of a ſmall peninſula, of two thouſand four hundred yards long from eaſt to weſt, and of a ſort of irregular triangular form. It was about one thouſand yards in breadth, where broadeſt, which was at the weſt end: and it was joined to the continent about the middle, on the north ſide, by an iſthmus or neck of land, about one hundred yards in breadth, and about three hundred yards in length. The harbour is formed by ſeveral ſmall iſlands, running parallel to the peninſula on the ſouth ſide, from which they are diſtant from five to twelve hundred yards. The great point at which General M'Lean aimed, was to prevent the enemy from forming a landing on the peninſula: and, for this purpoſe, he fortified the iſthmus as well as he could. He alſo erected, on a point of land, a four gun battery to aid the veſſels of war, which were now formed in a line to oppoſe the enemy, if they ſhould incline to force the entrance of the harbour: and near to them he placed the tranſports, ſome of which were fitted up as fireſhips, and were ready, in caſe of need, to have grappled with their veſſels. Such was their ſituation, on the 25th of July, when the hoſtile fleet, conſiſting of thirty-ſeven ſail, made its appearance: and on that day its principal armed veſſels, formed into three diviſions, cannonaded the three war veſſels; but met with ſuch a warm reception, as compelled them to retire. While their ſhips were on this ſervice, their land-forces got into boats, and endeavoured to make good a landing

landing on the peninſula; but were unable to effect it. This mode of attack, by the enemy's ſea and land-forces, was repeated for ſome days, and with no better ſucceſs: but on the morning of the 28th, they were more fortunate; for, by dint of numbers, they made good their landing on the peninſula, and forced the piquets to retire to the fort. This unexpected ſucceſs of the enemy, forced General M'Lean to change the plan of his operations, and to truſt his defence entirely to the works which he had raiſed, and to the ſtrengthening and completing of which, all his attention was now directed. So well was he ſeconded in theſe operations, that the fort daily became more formidable to the enemy: who, on the third day after they had landed, opened upon it a battery of cannon, at ſeven hundred and fifty yards diſtance; and in a few days afterwards, another a little nearer. With theſe, they kept up upon the fort, a conſtant and well directed fire, which was returned as well as circumſtances would admit. They likewiſe repeated their attacks on the three ſloops of war; but notwithſtanding their immenſe ſuperiority in ſhips and weight of metal, they were conſtantly foiled, the rebel Commodore neither diſplaying a ſpirit of enterpriſe nor conduct, for the want of which he was much blamed by his own people. The enemy being in poſſeſſion of the iſlands on the ſouth ſide of the harbour, erected a battery on the one neareſt to the ſloops of war, which obliged the King's ſhips to move a little farther up the harbour; but this did not advance their labour much. The vigilance of General M'Lean and his garriſon, prevented them from executing any thing by ſurpriſe; and they were obliged to truſt entirely to the effect which their batteries had on the works. In this ſtate things continued until the 12th of Auguſt, when a deſerter came in, who informed the General that the enemy deſigned, in the following night, to ſtorm the fort; and that their fleet was, at the ſame time, to enter the harbour and board the King's ſhips. Upon this information, he gave directions that a ſmall work, covered with light artillery, ſhould be immediately thrown up, at about one hundred and fifty yards

yards in front of the fort, as a farther ſecurity to the body of the place: and ordered every man to his poſt. After waiting long with the greateſt impatience for their approach, but without entertaining the ſmalleſt apprehenſion as to the event, daylight began at laſt to appear, and the General obſerving, on the enemy's ſide, an unuſual quietneſs, was induced to order a cloſer inſpection; when, to the inexpreſſible aſtoniſhment of the whole army, it was found, that the rebels had totally abandoned their camp and works, and had re-embarked both their troops and artillery. In the mean time, General M'Lean puſhed out two parties with the greateſt diſpatch after the the enemy: one he ſent into the wood where their batteries were placed, and the other he ordered acroſs the iſthmus; but all was in vain. Not a priſoner could be picked up: they had embarked their baggage during the night, and the whole of their artillery, except what was on the iſland at the entrance of the harbour, which conſiſted only of two eighteen pounders, and one twelve pounder, which they had ſpiked, but not ſo effectually as to prevent them from being ſoon rendered ſerviceable. The cauſe of the enemy's ſudden flight was not long undiſcovered. Early in the morning of the 14th of Auguſt, Sir George Collier, with the ſquadron under his command, entered Ponobſcot river: and about eleven o'clock, the rebel fleet preſented itſelf to their view, drawn up in a creſcent acroſs the river, and ſeemingly inclined to diſpute the paſſage. This apparent reſolution, however, ſoon failed; and an unexpected and ignominious flight took place. The Blonde, Virginia, and Galatea, were the headmoſt ſhips, and might be about three miles before the reſt of the ſquadron. Nevertheleſs, the Commodore, without taking time to form his fleet, made the ſignal for a general chace.* The King's ſhips followed them, with all the eagerneſs which a deſire of deſtroying their enemies could inſpire. Two of the rebel fleet, viz. the Hunter and Defence, made an attempt to get off by the weſt paſſage of Long Iſland; but failing in that, the former ran aſhore with

* See Note 135.

every ſail ſtanding; and the latter concealed herſelf in a ſmall inlet, where ſhe anchored. Both intended to puſh out to ſea as ſoon as it became dark; but Sir George Collier obſerving them, ſent Lieutenant Mackay of the Raiſonable, with fifty men to board the Hunter, in which attempt he ſucceeded without loſs, though many popping ſhots were fired at him by the rebels from the woods. At the ſame time, he directed Captain Collins, of the Camilla, to proceed into the inlet, and take or deſtroy the Defence; but on ſeeing his ſhip ſtanding towards her, the crew ſet her on fire, and eſcaped into the woods: and ſhe blew up about midnight. The purſuit up the river was continued by the King's ſhips; and a conſiderable hazard attended this part of the chace: partly owing to the extreme narrowneſs of the channel, partly to ſhoals, and partly to the flaming ſhips on each ſide the river. The Hampden of twenty guns, finding herſelf ſo cloſely beſet, as not to be able to run aſhore, ſurrendered. All the reſt of the rebel fleet, among which was a beautiful frigate called the Warren, of thirty-two guns, eighteen and twelve pounders, together with twenty-four ſail of tranſports, were completely deſtroyed, ſome by themſelves to avoid being captured, but moſtly by his Majeſty's ſhips. Nor did the three war ſloops, which had ſo bravely ſeconded the garriſon during the ſiege, fail to come in for a ſhare of the glory of the day. As ſoon as it was known, that it was the Britiſh fleet come to their aſſiſtance, their Captains, with an expedition that did them the greateſt honour, got on board the guns which they had lent for the defence of the place, had their damaged rigging repaired, got under way ſo as to join Sir George Collier by the time that his ſhips came oppoſite to the entrance of the harbour, and with the ſquadron had their ſhare in deſtroying the enemy's fleet. Mr. Saltonſtall commanded the enemy's naval force, and General Lovell their troops, which were eſtimated at three thouſand men. Both their ſailors and ſoldiers, after they abandoned their veſſels, ſuffered great diſtreſs from hunger and fatigue, in exploring their way back to Boſton, through the thick woods and deſert waſtes,

waſtes, where undoubtedly many of them periſhed. After their defeat, they quarrelled amongſt themſelves and fought; and between fifty and ſixty of them were ſlain in the ſcuffle. Although only two veſſels were taken, viz. the Hampden of twenty, and the Hunter of ſixteen ſix pounders, a fine new ſhip, eſteemed the faſteſt ſailer in America; yet, as nothing eſcaped, the victory was moſt complete.* The town of Boſton had been at the expence of this armament: and ſo anxious were its citizens for the ſucceſs of it, that, to ſtimulate the ſailors to behave well, they relinquiſhed to them, their ſhare of the prize-money and plunder to which they would have been entitled, had they proved ſucceſsful. Few places ever experienced ſuch a blow to their marine: and conſidering how active a part Boſton had taken in fomenting the unhappy differences between the mother-country and the coloniſts, there will not be found many diſpoſed to regret the loſs which it now ſuſtained.

Beſides thoſe of the ſhips taken, many guns of thoſe which were burnt were recovered: and almoſt all the enemy's battering train fell ſucceſſively into the hands of the Britiſh. This contributed, in no ſmall degree, to the completion of the fort.

The account, given by Brigadier-General M'Lean of the defence he made, is modeſt in the extreme; but in his commendations of the officers under him, and when ſpeaking of the aſſiſtance which he received from Lieutenant-Colonel Campbell and others, his language is ſtrong and manly. He points out their merits, by the gratitude which he ſeems to feel for their unremitting exertions in the conteſt. The unanimity which ſo conſpicuouſly prevailed in both departments, contributed greatly to their honour and ſucceſs. Sir George Collier, after ſo glorioufly finiſhing the buſineſs here, returned with the ſquadron to New York, where Vice-Admiral Arbuthnot alſo arrived with his fleet from England.

General M'Lean, leaving a proper garriſon at Majebigwaduce, under the command of Lieutenant-Colonel Campbell,

* See Note 136.

returned with the remainder of the forces to Halifax; where, in May 1781, a fever deprived his country of this moſt excellent officer and worthy man.

In conſequence of the rupture with the Court of Spain, the operations of war on the continent of North America were this year widely extended. Don Bernard de Galvez, his Catholic Majeſty's Governor of Louiſiana, being furniſhed with very early intelligence of the deſigns of his Court, made preparations for invading, with a very conſiderable force, the Britiſh territories along the banks of the Miſſiſſippi; and actually commenced hoſtilities almoſt as ſoon in Florida, as his nation did in Europe. The ſmall number of troops, under the command of Lieutenant-Colonel Dickſon of the 16th regiment, was neither able to prevent the invaſion of the province, nor to ſtop the progreſs of the invaders. Several ſmall poſts fell ſucceſſively into the hands of the Spaniards: and the Colonel, with what men he could muſter, retired to Baton Rouge, where he ordered a redoubt to be thrown up. It was ſcarcely finiſhed, when he learned, that the enemy were advancing againſt it. On the 12th of September, it was inveſted; early in the morning of the 21ſt, a battery of heavy cannon was opened againſt it; and after an inceſſant fire on both ſides for upwards of three hours, it was ſo much damaged, that Colonel Dickſon finding the poſt no longer tenable, was obliged to ſurrender it by capitulation.

When the Compte d'Eſtaing left the Leeward Iſlands, he carried along with his ſquadron, a very conſiderable military force, together with a train of battering cannon, to be ready to act as exigencies might require: and with theſe he arrived at Cape François. While there, he was ſtrongly ſolicited by the rebel Congreſs, to join his forces with theirs under General Lincoln in South Carolina; and in conjunction with him, to oblige the King's troops to abandon the province of Georgia. To this propoſal M. d'Eſtaing conſented, wiſhing to give the rebels a proof of the ſincerity of his Maſter's friendſhip for them, and anxious to do ſomething, that might induce them

to

to forget his conduct at Rhode Iſland, in the preceding campaign. At Cape François, he was joined by ſome military, which, with thoſe he brought with him, might make his land-forces amount to about five thouſand five hundred men: and the rebels, under General Lincoln, might be about three thouſand five hundred, including ſome hundreds of free blacks and mulattoes. He had twenty ſail of the line, two of fifty guns, ſeven frigates, ſeveral ſloops, ſtoreſhips, cutters, and ſmall craft. With this great force, he ſailed from Cape François, and arrived off the coaſt of Georgia on the 1ſt of September, intending firſt to take the town of Savannah, and then to proceed and lay ſiege to New York.

As ſoon as he got through the windward paſſage, he ſent two ſhips of the line and three frigates to Charleſtown, to announce his arrival. The rebels, on receiving this intelligence, made every exertion in their power, not only to increaſe their military force under General Lincoln, who immediately began his march for Savannah; but alſo, to ſend a reinforcement of gallies and ſmall craft to the aſſiſtance of the French fleet. So little was this force expected on this coaſt, that his Majeſty's ſhip Experiment of fifty guns, commanded by Sir James Wallace, and carrying a conſiderable ſum of money for the payment of the troops in Georgia, having been diſmaſted on her voyage from New York, unfortunately fell in with it, on the 24th of September, and was taken. The ſhips detached by M. d'Eſtaing for Charleſtown, were ſeen from Tybee on the 3d of September: and Lieutenant Lock of the Roſe frigate, who had been ſent in a ſwift ſailing veſſel to reconnoitre them, reported, on his return, that they were French. Captain Henry, immediately on receiving this report, diſpatched Lieutenant Whitworth, of the Keppel brig, in a faſt ſailing tender to New York, to put Sir Henry Clinton and Admiral Arbuthnot on their guard. On the 8th, M. d'Eſtaing, with a fleet conſiſting of forty-one ſail, were diſcovered a little to the ſouthward of Tybee.*

* See Note 137.

Upon the firſt alarm of the enemy being on the coaſt, General Prevoſt exerted himſelf to the utmoſt, to increaſe and ſtrengthen the fortifications of the town of Savannah; and was moſt ably ſeconded in his operations, by Captain James Moncrieffe of the engineers, and Captain Henry of the navy. Orders were ſent to the Hon. Lieutenant-Colonel Maitland, who was poſted with a conſiderable detachment of troops at Beaufort, and to Captain Chriſtian of his Majeſty's ſhip Vigilant, to repair as ſoon as poſſible to Savannah, with the troops, ſhips, and gallies, then at Port Royal iſland. Unfortunately, the expreſs with theſe orders was intercepted by ſome of the rebel patrols; and, previous to the arrival of a ſecond meſſenger, the enemy had time to ſeize on the principal communications between the two places. This rendered the junction of that detachment with the garriſon, upon which alone any hope of defending Savannah could be reaſonably founded, a matter extremely precarious, difficult, and dangerous. Happily, however, the abilities of Colonel Maitland, and the zeal of the troops under his command, powerfully aided by the profeſſional ſkill of Lieutenant Goldeſbrough of the navy, who was thoroughly acquainted with the various creeks, inlets, and cuts, with which the interior navigation of this country abounds, overcame every obſtacle in their way. The battery at Tybee was deſtroyed; the leading marks for the bar were cut down; and the little naval force there was held in readineſs to run up the river Savannah, as ſoon as the French fleet were ſeen making for the mouth of it.

On the 9th, the whole of the French fleet anchored off the bar: and on the 10th, four frigates weighed and came to Tybee anchorage. M. d'Eſtaing had got from Charleſtown, a large ſupply of ſmall craft, into which he put his troops; and they proceeded into Offabaw inlet, and made good the debarkation of their forces at Bowley, thirteen miles from Savannah, under cover of four gallies. The French frigates prepared, at the ſame time, to advance up the river.

Captain Henry and the naval department were employed, from

from the 10th to the 13th, in conveying to Savannah, part of the guns and ammunition of the Roſe and Fowey, in veſſels which General Prevoſt had ſent down for that purpoſe. On the 13th, both frigates being much lightened, ſailed over the Mud-flat to Five Fathom Hole, from which the remainder of their guns and ammunition were conveyed up to the town, which is only three miles diſtant. The Comet galley, Keppel brig, and ſome armed veſſels, were ſo placed as to cover the paſſage of Colonel Maitland, with the forces under his command, from Port Royal, through Wallſcut. On the 14th and 15th, the ſeamen completed the important buſineſs of landing the cannon and ammunition from the ſhips and ſmall veſſels: and they were appointed to the different batteries, under the command of Captains Henry, Brown, and Fiſher of the navy. Some maſters of tranſports, and the maſter of a privateer, with their men,* made voluntary offers of their ſervice; as did Mr. Manley, merchant of Jamaica. Their offers were accepted; and they had their poſts aſſigned them. The marines were incorporated with the grenadiers of the 60th regiment.

On the 16th, the Compte d'Eſtaing ſent a haughty letter to General Prevoſt, ſummoning him to ſurrender the place to his Moſt Chriſtian Majeſty: informing him, at the ſame time, that among the troops which he had the honour to command, was the detachment which had ſtormed the Hoſpital Hill at the Grenades. He begged leave to recal this to his memory; and aſſured him, that he gave him this notice from motives of humanity, in order to ſpare the ſheding of human blood.† General Prevoſt, on receiving this meſſage, called a meeting of the Governor, Lieutenant-Governor, and Field-Officers in the garriſon, who authoriſed him to ſay, that he declined ſurrendering on a general ſummons, without ſpecific terms; but that, if ſuch were propoſed as he could with honour accept, he would then give his anſwer.‡ This drew a reply from M.

* Captain Watſon of the Tweed; Tate of the Nancy; and Higgins of the Betſey.

† See Note 138, and there No. 1. ‡ See Note 139, and there No. 2.

d'Eſtaing, in which he affirmed, that it was cuſtomary, not for beſiegers, but for thoſe who were beſieged, to propoſe terms of capitulation; ſtated, that he had no objections to allow the General every indulgence conſiſtent with his duty; and informed him, that, as it was his intention next day to form a junction with the army of the United States of America, if his anſwer was not immediately ready, he muſt in future treat with General Lincoln and him.* General Prevoſt, in return, demanded a ceſſation of hoſtilities for twenty-four hours;† as a time abſolutely neceſſary for deliberation, and for the diſcuſſion of various intereſts. Towards the evening of the 16th, the Compte d'Eſtaing returned an anſwer, in which he conſented to this demand.‡ The two armies joined on the 17th, and formed ſeparate but contiguous encampments.

It was during this parley, that the detachment under Lieutenant-Colonel Maitland, conſiſting of upwards of a thouſand men, arrived from Beaufort. The enemy well knew, how important it would be to their intereſts to prevent this junction; and for that purpoſe, had attempted an enterpriſe, which proved unſucceſsful, by their pilots refuſing to undertake to place the French frigates in the neceſſary ſtations, for enabling them to cut off Colonel Maitland's communication with Savannah. Of this circumſtance the Colonel availed himſelf; and after undergoing immenſe fatigues, joined General Prevoſt in the evening of the 16th, with five hundred men; and the remainder of his detachment arrived about noon the next day. As he found the enemy in poſſeſſion of the ſhip-channel, the Colonel had been obliged to come round Dawfaſkie, and land on the marſhes; and after dragging his boats (empty) through a cut, got into the Savannah river above the French frigates, and from that came down to the town. A Council of War was held, in which it was determined to defend the place to the laſt extremity: and notice of this reſolution was ſent to the

* See Note 140, and there No. 3. † See Note 141, and there No. 4.

‡ See Note 142, and there No. 5.

the beſieging Generals.* To this M. d'Eſtaing returned an anſwer.† Hoſtilities immediately recommenced: and the Britiſh tars could not refrain from giving three huzzas from their batteries. Both ſides now exerted themſelves with the utmoſt aſſiduity. When the town was firſt ſummoned, there were not above eight or ten guns mounted: but ſo indefatigable were the exertions of Captain Moncrieffe, the ſenior engineer in the place, in putting it in a proper ſtate of defence, that, by adding the guns landed from the ſhips to thoſe which were in ſtore, he had, in the courſe of a few days, nearly ninety pieces of cannon ready to oppoſe to the enemy, as ſoon as their batteries ſhould open. He had likewiſe erected many redoubts, batteries, and other works, to retard their progreſs. In all theſe operations, the ſoldiers and ſailors, with the utmoſt cheerfulneſs, worked day and night in the face of hoſtile troops flushed with conqueſt: the enemy were greatly aſtoniſhed at the activity of the garriſon.

From the accounts given to M. d'Eſtaing of the ſituation of things at Savannah, he conſidered his ſucceſs againſt it as certain. He had made repeated declarations to the Americans, that, as the ſeaſon of the year was ſo far advanced, he could not remain more than ten or fifteen days on ſhore, leſt his fleet ſhould be injured on ſuch a dangerous coaſt. The reinforcement which the garriſon had received, reduced the beſiegers to the alternative of either ſtorming or beſieging the town of Savannah. The latter plan was adopted, and they took their meaſures accordingly.

As it was apprehended, that the enemy's ſhips might come too near the town, and annoy the rear of the Britiſh lines, Captain Moncrieffe had ſome fire-rafts prepared, and in readineſs to act againſt them, if they ſhould make the attempt. It was alſo judged expedient, in order effectually to prevent it, to ſink a number of veſſels to ſtop up the paſſage. As his Majeſty's ſhip the Roſe was in ſo very bad a condition, that, by the report of ſhipwrights lately employed to ſurvey her, ſhe

* See Note 143, and there No. 6. † See Note 144, and there No. 7.

ſhe could not ſwim above two months; as her guns, ammunition, and ſtores, had been landed; and as her weight would keep her acroſs the channel, when lighter veſſels might ſhift, owing to the rapidity of the current, and to the hardneſs of its ſandy bottom, in which they could have little hold, Captain Henry ſelected her as a veſſel proper to be ſunk. The Savannah armed ſhip, and four tranſports, were alſo ſcuttled and ſunk, and by theſe the channel was blocked up. Above the town ſeveral ſmaller veſſels were ſunk, and a boom was laid acroſs the river, to prevent the enemy from ſending down fire-rafts among the ſhipping, or landing troops in the Britiſh rear. Previous to the veſſels being ſunk, the Fowey, Keppel brig, Comet galley, and Germain provincial armed ſhip, were got up to the town: and the latter having guns, was placed off Yamairaw, to flank the lines. While the enemy's batteries were getting ready to play againſt the town, three French frigates advanced up the river to Mud-flat. One of them, having twelve pounders, and two rebel gallies, carrying each two eighteen pounders in their prows, anchored in Five Fathom Hole; from which one of the frigates ſailed into the back river, with a deſign to cannonade the rear of the Britiſh lines. She fired a great number of ſhot; which, being at their utmoſt range, did no execution. The gallies advancing nearer, did ſome damage to the houſes; but a few ſhot now and then from the river battery, made them keep a reſpectable diſtance.

Two ſallies, one of them on the 24th, commanded by Major Graham of the 16th regiment; and another on the 27th, commanded by Major M'Arthur of the 71ſt regiment; were admirably well conducted, did the enemy conſiderable miſchief, and killed and wounded a great many of their beſt troops, while the loſs on our ſide was very inconſiderable. In the firſt ſally, Major Graham artfully drew the enemy into a ſnare, by which the French and the rebels fired on each other, and had near fifty men killed before the miſtake was diſcovered.

The batteries played on every place where the enemy were perceived to be at work; and more than once obliged them to diſcon-

diſcontinue their labour. It was the third of October, before they opened any of their batteries: and then, about midnight they began to bombard from nine mortars of eight and ten inches, and continued the bombardment about two hours. At day-light, their fire commenced again from the nine mortars, and alſo from thirty-ſeven pieces of cannon from the land ſide, and ſixteen from their ſhipping: and in this they perſiſted with little variation during ſeveral days. The execution done by this heavy fire, was much leſs than could have been imagined. It conſiſted in killing a few helpleſs women and children, and ſome few negroes and horſes in the town, and on the common. On the 6th, the enemy threw ſome carcaſſes into the town, which burnt one wooden houſe: and about eleven o'clock, the General ſent a letter, by a flag of truce, to M. d'Eſtaing, requeſting permiſſion to ſend the women and children out of the place, on board of ſhips and down the river, under the protection of a French ſhip of war, until the ſiege ſhould be ended. After three hours, and a deal of intermediate cannon ſhot and ſhells, an inſulting anſwer was returned by Meſſrs. Lincoln and d'Eſtaing, in which they refuſed to comply with this reaſonable and humane demand.*

The garriſon, undiſmayed by this brutal conduct on the part of their opponents, kept up a ſmart fire againſt them: and during the night were extremely buſy in adding to their works, and in repairing ſuch of them as had ſuſtained damage. Thus things went on until the morning of the 9th; when, a little before day-break, after a heavy, and as uſual, inceſſant cannonade and bombardment, the enemy attacked General Prevoſt's lines.

The attack began upon the left of his centre, in front of the French; and very ſoon after, upon his left and right. It was yet dark, and the darkneſs was increaſed by a very thick fog, which made it impoſſible to determine with preciſion, where the real attack was to be made, or how many aſſaults were intended. No reinforcements therefore were ſent; but every thing was kept in readineſs for that purpoſe, and the troops waited with the greateſt coolneſs in their different poſts, for the

* See Note 145, and there No. 8. and 9.

the approach of the enemy. Thoſe in the lines were prepared to charge them, wherever they ſhould attempt to penetrate: and the General had the greateſt hopes, that the fire of the field artillery, which was placed to ſupport the advanced redoubts, would enable him, while the enemy were entangled among theſe, to throw them into ſome confuſion; and, perhaps, with a good proſpect of ſucceſs, to order his corps de reſerve to ſally forth and charge them. The ground toward both his flanks, owing to its natural defects, which the utmoſt efforts of Captain Moncrieffe had been unable effectually to remove, was but too favourable for an enemy. On the right was a ſwampy hollow, by which they could approach under cover to within fifty yards of his principal works, and in ſome places ſtill nearer; and there, he ſuppoſed, that the rebels would make their aſſault. On the left, the approach was neither ſo well covered, nor of ſo great an extent as that on the right; but as it was ſufficiently large to admit troops to act, as the ground was firm and clear, and as it was near their encampment, he expected that the French regulars would make their attack there: but in this he was miſtaken. A real attack did take place there: but the principal attack, compoſed of the flower of the French and rebel armies, and led by the Compte d'Eſtaing in perſon, aſſiſted by all the principal officers of both, was made upon his right. Under cover of the hollow, they advanced in three columns; but, owing to the darkneſs, took a wider circuit than they needed or intended to have done, and went deeper into the bog. Theſe circumſtances prevented them from beginning the attack ſo ſoon as they had concerted; and beſides occaſioning a loſs of critical time, produced conſiderable diſorder in their ranks. The attack, however, was very ſpirited, and for ſome time obſtinately maintained; particularly at a redoubt on the Ebenezer road, which was a ſcene of hot action, great loſs, and conſummate bravery. Two ſtand of colours were actually planted, and ſeveral of the aſſailants killed upon the parapet; but they met ſo determined a reſiſtance, that they could not, with all their efforts, force an entrance. It was now, that the ſkill and de-

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ſign of the defences raiſed by Captain Moncrieffe were fully diſplayed; for, while the conflict was ſtill dubious and bloody, the field-pieces, from three batteries which were manned by the ſailors, took them in every direction, and made ſuch havock in their ranks, that they were thrown into confuſion, and compelled to make a pauſe. At this critical moment, Major Glacier of the 60th regiment, with the grenadiers of that corps and the marines, advanced rapidly from the lines; in the moſt impetuous manner, charged the enemy with their fixed bayonets; and plunging among them, into the ditches and works, drove them, in an inſtant, from the ditches of the redoubt, and from a battery a little to the right of it. Following up the blow, they forced them to fly, in great confuſion, over the abbatis, and into the ſwamp. On this occaſion, Captain Wickham, of the 2d battalion of the 60th grenadiers, greatly diſtinguiſhed himſelf. When the grenadiers advanced, three companies of the ſecond battalion of the 71ſt regiment were ordered to ſuſtain them: and although they were poſted at no conſiderable diſtance, and marched forward with the uſual ardour of that corps, ſuch was the rapidity with which the grenadiers had made their attack, and ſo precipitate was the enemy's retreat, that they could not come in for a ſhare of the victory. One of the enemy's columns a little more to their left, in every attempt which it made to come out of the hollow, was repulſed by the briſk and well directed fire of a redoubt, where the militia were poſted, aided by Hamilton's ſmall corps of North Carolinians, who were on the right, and moved there with a field-piece to bear obliquely againſt it, while one of the ſeamen's batteries took it directly in flank. It was now day-light: but the fog was not ſufficiently cleared off, to enable General Prevoſt to judge with any degree of certainty of the ſtrength, diſpoſition, or further intentions of the enemy on the right. On the left, and in the centre, the fog, with the addition of the ſmoke, was ſtill impenetrably cloſe: and a ſmart firing being ſtill kept up there, the General thought it would be improper to draw from it, a number of

troops

troops sufficient to make a respectable sortie. By these means, an opportunity was lost of taking complete advantage of the confusion of the enemy, by charging them in their retreat; but they did not get off, without being severely cannonaded by the batteries and field-pieces, as long as they were in sight, or judged to be within reach. They were every where repulsed: and those on the left were only heard, being concealed from view by the thickness of the fog.

Lieutenant-Colonel de Porbeck, of Weissenbeck's Hessian regiment, was field-officer of the right wing: and being in the redoubt when the attack began, had an opportunity, which he well improved, of signalizing himself in a most gallant manner. It would not be doing justice to the different corps who defended the redoubt, if we neglected to mention them. They were part of the South Carolina Royalists; and the light dragoons dismounted, and commanded (by special order) by Captain Tawse, a good and gallant officer, who nobly fell with his sword in the body of the third man he had killed with his own hand. The loss on the part of the British in this battle, consisted of one Captain and fifteen rank and file killed; one Captain, three subalterns, and thirty-five rank and file wounded. The loss sustained by the enemy, as acknowledged by the French, was about a thousand or twelve hundred men killed and wounded; of these, they lost forty-four officers and seven hundred men: and the deserters, of whom there were a great many, all declared, that the loss on the part of the rebels was not less than four hundred men. Among the wounded was M. d'Estaing, (in two places) M. de Fontange, Major-General; and several others of distinction. Count Polaski, (who has been mentioned in the course of these Memoirs), a Colonel of cavalry in the rebel service, in making a desperate push at the British lines, was mortally wounded.

About ten o'clock, the enemy requested a truce, and leave to bury their dead, and carry off their wounded men. This was granted for those who lay at a distance from the lines, or out of sight of them: but those within or near the abbatis were interred

interred by the Britiſh. Their numbers were on the right, two hundred and three: on the left, twenty-eight. One hundred and ſixteen priſoners, moſt of them mortally wounded, were delivered to the enemy. To this loſs, conſiderable of itſelf, muſt be added, the numbers buried by them, the numbers who periſhed in the ſwamp, and many who were carried off by them when they retreated.

From this time to the 18th, nothing very material happened. Several flags of truce were ſent during that period by the enemy, and a great deal of civility paſſed mutually between the French and Britiſh. Many apologies were made for their refuſal to allow the women and children to be ſent out of town: and the blame of this baſe conduct was laid, by a French Colonel, Compte O'Duin, entirely on the ſcoundrel Lincoln, and the Americans.* The offer was then made with great earneſtneſs, that the ladies and children ſhould be received by the Chevalier du Romain, on board of the Chimere; but the anſwer given to it was blunt and ſoldierly, that what had once been refuſed, and that in terms of inſult, was not in any circumſtances deemed worth acceptance. All the French officers ſeemed quite aſhamed of this affair. As it was with them only, that the Britiſh had any intercourſe after the repulſe on the 9th, the ſentiments of the Americans could not be ſo well known. But, as the letter was ſigned by d'Eſtaing, as well as by Lincoln, their imputing this harſh, cruel, and unprecedented refuſal, entirely to the brutality of the American General, may ſerve to ſhew their conſciouſneſs, that it was altogether indefenſible; but is by no means ſufficient to exculpate the French Commander, from his ſhare of the blame and diſgrace, inſeparable from it. An author,† who is extremely partial to the American cauſe, endeavours to defend this meaſure from motives of policy: "The combined army (ſays he) was ſo confident of ſucceſs, that it was ſuſpected, that the requeſt of "ſending away the women and children, proceeded from a "deſire

* Compte O'Duin's own expreſſion.

† Gordon, Author of the Hiſtory of the American Revolution, vol. iii. p. 328, &c.

"desire of secreting the plunder lately taken from the South "Carolinians, and artfully covered under the specious veil of "humanity. That the Commanders were suspicious, consider- "ing the stratagem Prevost had practised after being summoned, "is not strange. It was also presumed, that a refusal would "expedite a surrender." There does not seem to have been much cordiality between the French and Americans in this enterprise. M. d'Estaing would have been well pleased to have done the business without them, by summoning the place to surrender to his Most Christian Majesty. This, the latter took much amiss, as they considered themselves as principals, and the French only as auxiliaries: and for this piece of presumption, some concessions were made. When the time assigned by M. d'Estaing for this expedition had elapsed, and still more was required by the engineers, if it was expected that the garrison should be compelled to surrender by regular approaches, he became extremely impatient to bring matters to a quick decision, and urged giving the assault to the place. This measure, says Mr. Gordon, was forced on M. d'Estaing by his naval officers, who had remonstrated against his continuing to risk so valuable a fleet in its present unrepaired condition, on such a dangerous coast in the hurricane season; and at so great a distance from the shore, that it might be surprised. These remonstrances were enforced, by the probability of their being attacked by the British fleet completely repaired, with their full complement of men, soldiers, and artillery on board, when the ships of his Most Christian Majesty were weakened, by the absence of a considerable part of their crews, artillery, and officers, employed at the siege of Savannah. These reasons had great weight with M. d'Estaing: and he prevailed on General Lincoln to storm the place without farther loss of time. The Americans seemed to think, that by a little more patience and perseverance, the town must have submitted; as in a few days, the lines of the besiegers would have been carried quite close to the works of the besieged. Their allies, however, judged themselves to be in so critical a situation, that they acquiesced

quieſced in M. d'Eſtaing's propoſal; for, if the French had retired to their ſhips, the ſiege muſt have been raiſed, ſo that there remained only one alternative for them to adopt. The repulſe which they had received, was not followed by mutual accuſations of want of courage or conduct in either party; but the French, in all their converſations, ſpoke of the Americans with the greateſt contempt.

It was not perceived until the 18th, that the enemy had raiſed the ſiege; but, the fog clearing up in the morning of that day, it was found that they had moved off. For ſome days previous to this, they had been buſy in drawing off their cannon and mortars, and in embarking their ſick and wounded, of whom they had a great number. General Prevoſt immediately detached parties in purſuit of them; but they had got to ſuch a diſtance before it was diſcovered they had retreated, that they could not overtake them: the enemy in their march having broken down all the bridges. The French embarked in Auguſtine creek, and the rebels croſſed the river Savannah at Zubley's ferry, and got into South Carolina. The enemy's fleet quitted the coaſt on the 26th of October, and their frigates and gallies on the 2d of November, as ſoon as an exchange of priſoners had taken place. The balance of priſoners was in the enemy's favour: for while they were off this coaſt, on the 11th of September, his Majeſty's ſhip Ariel of twenty-four guns, was taken by the French frigate the Amazon of thirty-ſix guns; and beſides taking the Experiment, they took alſo the Myrtle, navy victualler; and Champion, ſtoreſhip. The laſt of theſe was a prize of conſiderable importance to them, for their fleet was very badly manned, their crews ſickly, their ſhips in bad condition, ſhort of anchors and cables, and no running rigging to reeve, but this ſhip afforded them a ſupply. She had been ſent from New York, with naval ſtores for the ſhips and veſſels, under the command of Captain Henry.

In this enterpriſe, M. d'Eſtaing did not raiſe his character as a military commander. He certainly committed two great blunders. The firſt was, his not attacking the Britiſh lines,

in the weak ſtate in which he found them on his arrival, and before Colonel Maitland had an opportunity of throwing himſelf into the town. The ſecond was, his not delaying the aſſault a little longer. He had carried on his ſap within three hundred yards of the principal works of the beſieged; and his ſuperiority of numbers was ſuch, that he was ſure, in a very ſhort time of approaching cloſe to them. If they ſhould wait to be attacked by aſſault, he was almoſt upon an equal footing with them: and if he ſhould be repulſed, his men might be under cover in an inſtant, where they could rally, and commence the attack anew. He ſeems to have been chagrined and diſappointed, that his cannon and mortars made ſo little impreſſion on the Britiſh works; and to have truſted too much to the numbers and ſuppoſed goodneſs of the troops he commanded.

Never did troops more juſtly acquire a brilliant reputation, than thoſe of the garriſon of Savannah did, by their gallant defence of the place. The noble and ſteady perſeverance manifeſted by all ranks, in expoſing themſelves to every fatigue and to every danger; the cheerful, yet determined ſpirit with which they ſet all the threats of the enemy at defiance; and their firm reſolution of abiding, to the laſt man, by every conſequence of an obſtinate defence, met the higheſt approbation of their King and country. On this occaſion, the Britiſh ſea and land ſervices ſeemed to be ſo firmly united, that it would be injuſtice to treat them as diſtinct departments. To mention, by name, all the officers who glorioufly diſtinguiſhed themſelves in the defence of Savannah, would be to enumerate the whole. A few demand particular notice. Among theſe is the Hon. Lieutenant-Colonel John Maitland of the 71ſt regiment, whoſe life ſeems to have been devoted to the ſervice of his country. Fighting her battles, he had loſt a hand in the Eaſt Indies; and at laſt, fell a victim to the climate of Georgia. Three days after the combined forces had raiſed the ſiege of Savannah, he died of a fever, occaſioned by the fatigue he had undergone, in forming a junction with the garriſon. Lieutenant

tenant-Colonel de Porbeck, and Majors Fraſer of the 71ſt regiment, acting Quarter-Maſter-General, M'Arthur, Graham, and Glacier, deſerve alſo to be named. The naval Captains Henry, Brown, and Fiſher, and Lieutenants Lock of the Roſe, and Crawford of the Fowey, particularly diſtinguiſhed themſelves. A greater, or more highly merited encomium, cannot be paſſed on Captain James Moncrieffe, commanding engineer, than by uſing General Prevoſt's own words, in his public letter to the Secretary of State. "I would wiſh to mention Captain Moncrieffe, "commanding engineer; but ſincerely ſenſible, that all I can ex- "preſs will fall greatly ſhort of what that gentleman deſerves, not "only on this, but on all other occaſions, I ſhall only, in the "moſt earneſt manner, requeſt your Lordſhip's taking him into "your protection and patronage, to recommend him to his "Majeſty, as an officer of long ſervice, and moſt ſingular "merit: aſſuring you, my Lord, from my own moſt poſitive "knowledge, that there is not one officer or ſoldier of this little "army, capable of reflecting or judging, who will not regard, "as perſonal to himſelf, any mark of royal favour, graciouſly "conferred through your Lordſhip, on Captain Moncrieffe."

The loſs during the ſiege, and various other returns, the reader will find in the Appendix.* The ſame activity and vigilance, extended itſelf throughout every rank in the Britiſh ſervice. During the ſiege, the Vigilant, with the Scourge and Vindictive gallies, were obliged to remain at Callibogie, where Captain Chriſtian of the Vigilant erected a battery on ſhore to protect them, and ſecured all the veſſels in ſo ſtrong a poſition, that the French and rebels thought it moſt prudent to deſiſt from attacking them. As ſoon as the French frigates had gone out of the river Savannah, Captain Chriſtian removed the fleet under his command from Callibogie to Tybee; nor were they long there before they performed a very important ſervice. On the 4th of November, the Myrtle, navy victualler, which had been taken by the French, and converted into a watering veſſel, being blown out of the river a few days before the enemy left it, returned to Tybee with a rebel galley,

* See Note 146.

in hopes of finding their friends; but the King's veſſels there captured them both. The galley proved to be the Rutledge. She carried two eighteen pounders in her prow, and four ſixes in her waiſt. Captain Henry had her purchaſed into his Majeſty's ſervice, named her the Viper, and gave the command of her to Mr. John Steele, maſter's mate of the Roſe, until the Admiral's pleaſure ſhould be known. The gallant behaviour of Mr. Steele, at the battery on the ſpot where the French and rebels ſtormed the Britiſh lines, had pointed him out to Captain Chriſtian as highly worthy of this favour.

The mention made by Captain Henry, in his public letter to the Secretary of the Admiralty, of his brother Captains and officers, is very pleaſing.—"I now beg leave to acknowledge "the particular ſervices of Captain Brown of the Roſe, before "and during the ſiege, for his very ſpirited exertions on every "occaſion. Lieutenant Lock of the Roſe, and Lieutenant "Crawford of the Fowey, were very diligent, anxious, and "ſpirited, during the whole buſineſs. Captain Fiſher, who "commanded the Savannah armed ſhip, acted as Brigade "Major to the ſea department, and while he continued in "health, did his utmoſt to forward the ſervice.

"Captain Knowles, agent of tranſports, as ſoon as he was "exchanged as a priſoner, ſerved at the batteries: and Lieu-"tenant Goldeſbrough of the Vigilant, by whoſe diligence "and activity the King's troops were brought through Wallſcut "to Savannah, I have appointed to the Vigilant in the room "of Captain Chriſtian, who has the honour to preſent to you "theſe diſpatches. Captain Brown, late of the Roſe, was to "have carried them; but his extreme ill health prevents him." This gallant officer died very ſoon after, much regretted.

"Captain Mowbray of the Germain provincial armed ſhip of "St. Auguſtine, who was ſtationed at Yamairaw to flank our "lines, was very diligent in that ſervice, and aſſiſting Lieu-"tenant Goldeſbrough in ſinking veſſels, and laying a boom "acroſs the river above the town. Mr. Tate, Maſter of the "Nancy, and Mr. Watſon, Maſter of the Tweed tranſports,

"deſerve

" deſerve very particular thanks for their conſtant ſervices at " the batteries: as alſo, Mr. Wilſon, Maſter of the Venus, " and Mr. M'Curdie, Maſter of the Neptune tranſports. I " muſt beg leave to mention the very ſpirited ſervices of Mr. " M'Donald, mate of the Eſte tranſport, at this and former " times.

" The Fowey's cables that were worn, were cut up for " wads; the conſumption being great from the conſtant fire " of the batteries, and her ſails were uſed for tents. A bomb " fell into her cabin, which broke the mizen-maſt, and damaged " her deck and ſtern frame, but not materially."

The Compte d'Eſtaing, as ſoon as he cleared the land, ſent back the troops he had brought with him to their reſpective garriſons in the Weſt Indies, under convoy of ſome frigates; detached ſome ſhips of the line to the Cheſapeak, under M. de Vaudreuil, and proceeded with the remainder to Europe. They were all overtaken by a terrible ſtorm, and diſperſed; but notwithſtanding the miſerable condition of the line of battle ſhips, they had the good fortune to ſteer clear of the Britiſh ſquadrons then at ſea. M. de Vaudreuil's ſhip was the only one of his ſquadron that got to the Cheſapeak: the others were forced to bear away for Europe.

If the French and the rebels had proved ſucceſsful at Savannah, there was great reaſon to believe, that they would have endeavoured to puſh their conqueſts farther; as the fleet under Admiral Arbuthnot was of too inferior a force, either to ſtop their progreſs, or to afford ſuccour to any place that they ſhould attack. The harbour of Rhode Iſland would have afforded M. d'Eſtaing's ſquadron an aſylum during the winter months: and General Waſhington was at hand with his army, and ready to aſſiſt the French in diſpoſſeſſing the Britiſh of that poſt, while it would not have been in the Commander in Chief's power to have given Sir Robert Pigot the ſmalleſt aſſiſtance. Sir Henry Clinton, therefore, reſolved to abandon Rhode Iſland, and bring the garriſon to New York, which he fortified with the greateſt care. With this acquiſition of

ſtrength, and a ſtrong reinforcement of recruits brought from Europe by Sir Andrew Hamond, he effectually ſecured that place, againſt any attack which the rebels, in conjunction with their allies, might make upon it. Sir Robert Pigot embarked his troops and artillery on the 25th of October, and arived at New York on the 27th: and Sir Henry Clinton, as ſoon as he was informed of the repulſe of the enemy at Savannah, ſet to work, and got every thing ready for an expedition againſt Charleſtown in South Carolina, which was to proceed as ſoon as the Admiral ſhould receive certain intelligence of the French fleet having left the American coaſt.

Such of the ſquadron on this ſtation, as were employed in cruizing, were tolerably ſucceſsful. The Galatea, Captain Jordan, took the Revenge, a cutter, and the Saratoga, privateers belonging to the rebels, of ſixteen guns each. In March, the Daphne, Captain Chinnery, took, when cruizing off Charleſtown, South Carolina, the brig Hornet, a rebel privateer of ſixteen guns and eighty men. By an exchange of priſoners, Captain Chinnery was enabled to man the Hornet to cruize againſt the enemy. He took alſo the Oliver Cromwell of twenty guns; the Eagle of twelve guns and forty-ſix men; the General Maxwell of ten guns and forty men; and the ſchooner Modeſty of three guns and forty-three men, all rebel privateers. The Experiment took the General Arnold rebel privateer of twenty guns. The Ariel took the New Broom and Reſiſtance, rebel privateers of ſixteen guns each. Sir George Collier, while in the Cheſapeak, took the Black Snake rebel privateer of ſixteen guns; and on his way to Ponobſcot, the Nancy of ſixteen, and the Rover of ten guns, rebel privateers.

NEWFOUNDLAND STATION.

Rear-Admiral Edwards commanded his Majeſty's ſhips and veſſels on this ſtation, and gave very ample protection to the fiſhery.*

On

* See Note 147.

On the 14th of July, Captain Reeve of the Surprize, having received intelligence, that his Majeſty's armed ſchooner Egmont had been that very day attacked and taken off Cape Spear, by a rebel privateer brig, immediately ſlipped his cables, and went in queſt of her. Getting ſight of her in the evening, he immediately gave chace, and came up with her about midnight, when ſhe ſtruck her colours. She proved to be the Wild Cat privateer of Salem, not ten weeks off the ſtocks, mounting fourteen carriage guns. When ſhe came out, ſhe had a crew of ſeventy-five men. Lieutenant Gardner and twenty of the Egmont's crew were found on board. Captain Reeve alſo took, while on this ſtation, the Jaſon and Monmouth, two rebel privateers: the former a ſhip of twenty guns, nine and ſix pounders, and one hundred and twenty men; the latter, a brig of twelve guns and ſixty-ſeven men.

The Honourable Captain Codogan of his Majeſty's ſhip Licorne, on the 31ſt of May, when eſcorting a convoy to Newfoundland, fell in with l'Audacieuſe French privateer, of twenty-four guns and one hundred and ninety-four men, which ſtruck after engaging him half an hour. The privateer had twenty-two men killed, and ſeventeen wounded, in the action. The Licorne had only one man wounded. On the 15th of June the Captain parted with his convoy, in lat. 48° 50′ N. and long. 42° 48′ W. in a violent gale of wind: and on the 19th, being in ſight of the land near St. John's harbour, ſaw a ſhip to which he gave chace; and at two o'clock next afternoon came up with and took her. She proved to be a rebel privateer, called the General Sullivan, of twenty-four guns and one hundred and ſix men.

Captain Paſley of his Majeſty's ſhip the Sybille, on his voyage from Newfoundland to Liſbon, fell in with and took the Rambler, a rebel privateer from Salem, of fourteen guns and ninety men; alſo the Patagon, a Spaniſh packet bound from the iſland of Teneriffe to Corunna, armed with ſixteen guns, and fifty-five men.

MEDITERRANEAN STATION.

Vice-Admiral Duff commanded his Majeſty's ſhips and veſſels on this ſtation.* The Montreal and Thetis frigates being on a cruize to the eaſtward of Gibraltar, on the 1ſt of May, were chaced by two French ſhips of war.† The Thetis, being a remarkably faſt ſailer, had the good fortune to eſcape; but it did not fare ſo well with the Montreal. One of the enemy's ſhips coming cloſe up, and firing ſome ſhot at her, ſhe ſtruck: notwithſtanding which, they kept firing at her for near half an hour, by which ſeveral men were killed and wounded. Nor did they behave much better after they boarded the frigate; for the Frenchmen immediately broke open the ſtores that contained the liquor belonging to the officers, with which many of them got immoderately drunk. The frigate was carried into Alicant, where Captain Douglas and his crew were liberated. They were afterwards conducted to Gibraltar.

On the 10th of July, Vice-Admiral Duff, being at Gibraltar, received intelligence, that five xebeques, with a number of Spaniſh veſſels ſuppoſed to be under their convoy, lay in the road of Malaga, and were ſoon expected to ſail to the weſtward. He therefore ordered the Childers ſloop immediately to proceed a few leagues to the eaſtward, to watch their motions and give notice of their approach. About four o'clock in the afternoon of the following day, the ſloop came off the bay, with the ſignal flying. The Vice-Admiral inſtantly ordered the cables of the Panther and Enterprize (the only ſhips he had with him) to be ſlipped, and got under way. About this time, two of the xebeques had come near to Gibraltar, in chace of three cutter privateers, which had made prize of a ſettee, one of their convoy, which they were towing under the batteries at Europa Point: but notwithſtanding that effort to reſcue her, they ſucceeded in ſecuring their prize. As ſoon as the xebeques obſerved that the ſhips were in motion, they hauled their

* See Note 148.

† The Victoire and Bourgogne of ſeventy-four guns each.

their wind and made ſail for Ceuta. In their progreſs thither, one of them was fired upon by the Childers, and exchanged a few ſhot with her: on which the Vice-Admiral crowded ſail in order to get to the aſſiſtance of the ſloop; but there being little wind, and the enemy having the weather-gage, the xebeques ſoon got out of reach, and the night coming on, they and a few of their convoy eſcaped to their intended port. The other three xebeques, which, as well as the two former, mounted from twenty-ſix to thirty-two guns each, with ſome armed veſſels, made off to the eaſtward, by which means their convoy was effectually diſperſed. In the courſe of the night, the cutter privateers above-mentioned took three more ſettees, and the Childers deſtroyed another, nearly under the batteries of Ceuta. At day-break next morning, the Vice-Admiral gave chace with the ſhips, came up with and took two ſettees of the above convoy. Seeing that the two xebeques, (one wearing a broad pendant, and ſaid to be commanded by Commodore Barcello, the ſon of the Admiral of that name,) had now ſecured themſelves under the fortreſs of Ceuta, and that the reſt of the convoy had eſcaped, he returned to Gibraltar with his little ſquadron and prizes. The prizes were laden with articles uſeful to that garriſon; their cargoes conſiſting chiefly of wines, brandies, and ſome ſmall quantities of bread and other proviſions. This was a very fortunate circumſtance for the garriſon, for whoſe benefit the cargoes were bought; as were alſo thoſe of eight other Spaniſh prizes, taken by his Majeſty's ſhips on this ſtation, and by privateers which had been furniſhed with letters of repriſal from his Excellency Governor Elliot. Their cargoes conſiſted of articles ſimilar to thoſe above enumerated.

The Enterprize frigate drove on ſhore, on the Barbary coaſt, a French privateer of fourteen guns and one hundred and fifty men. Her crew were taken priſoners by the Moors, for chacing ſome ſmall trading veſſels belonging to Gibraltar. The Enterprize afterwards took the Venus, an American ſchooner, with ſixty-five hogſheads of tobacco.

TRAN-

TRANSACTIONS AT AND NEAR HOME.

The events which occurred in Britain and its vicinity, and which we now come to relate, are multifarious almoſt beyond example. It is therefore hoped that a little prolixity, neceſſary to ſet them in a clear and diſtinct view, may be forgiven. We ſhall firſt mention, the operations of fleets, and the military affairs connected with theſe; and next, give a particular detail of the many combats and other naval tranſactions, that occur in the courſe of the year.

Rear-Admiral Arbuthnot, having been appointed Commander in Chief of his Majeſty's ſhips and veſſels on the North American ſtation, failed from St. Helen's, on the firſt of May, for New York, having under his convoy near four hundred ſail of merchant ſhips, tranſports, and victuallers, eſcorted by four ſail of the line, a fifty gun ſhip, a frigate, and a fireſhip.* Having received intelligence at ten o'clock next morning, that the iſland of Jerſey was attacked, he thought it his duty to proceed immediately to its relief. He accordingly ordered the frigate with the convoy to Torbay, to wait his farther orders, and with the ſquadron ſteered acroſs the Channel, and arrived at Guernſey on the 4th; where he learned, that the French had left Jerſey, and that ſome ſhips of war had arrived there. He detached the Experiment to reinforce them; and on the 6th ſailed from thence, to rejoin the convoy in Torbay.

This enterpriſe againſt the iſland of Jerſey was undertaken by a perſon, who aſſumed the title of Prince of Naſſau, and who has ſince figured as a military adventurer in the ſervice of ſeveral potentates. Hoping to carry his point by a *coup de main*, he appeared off the iſland early in the morning of the firſt of May. His force conſiſted of five large veſſels, and a great number of ſmaller ones, many of which were only large boats, on board of which was about two thouſand five hundred men. They coaſted along until they came to St. Owen's bay, where they attempted to diſembark the troops. Their cutters and armed

* See Note 149.

armed ſmall craft, intended to cover the landing, came ſo near as to fire ſome grape-ſhot, and the boats with the troops were at hand to have puſhed for the ſhore: but the proſpect they ſaw of being warmly received, made them deſiſt from the attempt, and draw off. As ſoon as this was diſcovered to be the fleet of an enemy, the alarm was given, and in a moment the militia flew to arms. Accompanied by a part of the Earl of Seaforth's highland regiment, then in garriſon there, they made the greateſt haſte to the intended place of deſcent, and arrived in ſufficient time to prevent it, having dragged ſome field artillery through the heavy ſands, with which they cannonaded the enemy until they got out of reach of their ſhot. The Lieutenant-Governor of the iſland immediately diſpatched to Portſmouth a quick ſailing veſſel, which fell in with Rear-Admiral Arbuthnot's ſquadron. The veſſel proceeded on her voyage; and as the diſpatches mentioned that the enemy continued in ſight, Sir Thomas Pye, the commanding officer of the fleet at Portſmouth, ordered ſome frigates, under the command of Captain Gidoin of the Richmond, to ſail immediately to the relief of the iſland. On their arrival at Boulé bay, they found the Experiment, Sir James Wallace, preparing to rejoin Admiral Arbuthnot, but detained by a contrary wind. On the 10th, Captain Gidoin received a letter from the Lieutenant Bailie of the iſland, informing him, that a fleet of French ſhips were ſeen near the iſlands of Chauſey. Some ſmall veſſels were immediately ſent to reconnoitre them, and they were ſoon plainly diſcerned from the heights contiguous to the bay. They conſiſted of three ſhips, one brig, and two ſloops. They came to an anchor that night off Coutances.

The Captains, on conſulting with reſpect to the beſt means of intercepting the French fleet, agreed that it would be moſt eligible to divide the naval force they had with them.* Accordingly, on the 12th, Sir James Wallace, with the Experiment, Pallas, Unicorn, Fortune, Cabot brig, and a lugſail veſſel, (the owners of which had voluntarily offered to ſend her with

* See Note 150.

with the King's ſhips,) proceeded round the weſt end of the iſland of Jerſey: and Captain Gidoin in the Richmond, with the remainder of the frigates and veſſels, and three more armed lugſail veſſels, (the owners of which had made the ſame offer as the former,) ſteered for Coutances' bay, where the French ſtill continued at anchor. When the ſquadron under Captain Gidoin had come within three or four leagues of them, the French Commodore made the ſignal to weigh, the topſail yards were hoiſted aloft with the ſails furled. They were preſently all under way, and not ſuſpecting that another ſquadron was ready to intercept them, puſhed with all their ſails ſet towards St. Malo's. The Britiſh ſhips gave chace, but at ten o'clock that night, it being almoſt calm, and the tide againſt them, they were obliged to come to an anchor, in the narrow paſſage between Granville and the iſlands of Chauſey. To men panting for action, with the enemy in ſight, this unavoidable delay was a great trial of patience. The tide at laſt turned in their favour, at three o'clock in the morning of the 13th, and Captain Gidoin made the ſignal to weigh. There was then very little wind, and that ſoutherly, which obliged this little ſquadron, though with the greateſt reluctance, to come to an anchor in the forenoon. At ten, they ſaw ſome ſhips over the iſlands of Chauſey, and ſoon diſcovered them to be the diviſion under Sir James Wallace, in purſuit of the French, then at anchor in Concale bay. This diviſion had likewiſe been obliged to anchor in order to ſtem the tides; but getting round the iſland of Jerſey by ſeven in the evening of the 12th, it made ſail all night for the French ſhore.

On the 13th, at day-light, a frigate was ſeen coming out of St. Malo's, and five or ſix others to leeward, ſtanding for Concale bay. Sir James Wallace gave chace to the frigate; but ſhe eſcaped, by running in under the protection of the forts and batteries of St. Malo. He then bore up, and chaced thoſe to leeward; but they went into Concale bay: and on being followed, ran aſhore. Sir James Wallace run the Experiment directly in amongſt them, and began a warm cannonade, which

which laſted about an hour and a half, during which, the crews of the French ſhips all left them; and the boats from the Britiſh ſhips, boarded and brought them off. The coaſt being alarmed, the militia repaired to their poſts; and at this time, the enemy had brought cannon, howitzers, &c. and kept up ſo ſmart and well directed a fire, that it was judged proper to burn two of the French frigates, and leave a cutter ſcuttled on ſhore. The third frigate, viz. the Danae of thirty-four guns, a brig, and a ſloop, were brought off. Theſe were the ſhips which were to have co-operated with the Prince of Naſſau. During the action, the Experiment was ſo greatly annoyed by a battery of ſix twelve pounders, that Sir James Wallace judged it expedient, as ſoon as poſſeſſion was taken of the Danae, to ſilence the battery, in order to effect the deſtruction of the other frigates and cutter. The pilots having refuſed to take charge of the Experiment, he carried her up the bay himſelf; and laying his ſhip abreaſt of the battery,* ſilenced it in about three quarters of an hour: immediately on which, the crews of the two French frigates and cutter deſerted them. The Experiment was hulled in ſeveral places, and her ſails and rigging were much damaged by the ſhot. She had two men killed, and thirteen wounded. The Purſer of the Cabot had his leg ſhot off, and two of her men were wounded.† The Danae was bought by Government, and added to the Royal Navy by the ſame name. Captains Hamilton and Dodd, of the Fortune and Cabot ſloops, were promoted to be Poſt-Captains; and Lieutenant Wallace of the Experiment was raiſed to the rank of Maſter and Commander.

Admiral Arbuthnot had no ſooner rejoined his convoy, than the wind became contrary, and he was forced to remain in Torbay ſo long, that his being there could not fail of being known to the French Miniſtry, who were exerting themſelves to the utmoſt, at Breſt and Rochfort, to get ready for ſea a large

* In doing this, the Experiment took the ground; but was got off without receiving any damage, when the battery was ſilenced.

† See Note 151.

large fleet, the command of which was given to M. d'Orvilliers. The Britiſh Miniſtry, ſuſpecting that the French deſigned to intercept Admiral Arbuthnot and the valuable convoy under his eſcort, came to the reſolution of ordering Vice-Admiral Darby, with ten ſhips of the line,* to accompany him, to ſee him fairly into the Atlantic ocean, and then return to Spithead. As ſoon as M. Sartine, the French Marine Miniſter, received certain intelligence of this meaſure, he hurried the fleet under M. d'Orvilliers to ſea. Notwithſtanding all his endeavours to procure them, he could not find a ſufficient number of ſeamen to man the fleet; but neither this, nor the non-arrival of two ſhips of the line every day expected from Toulon, could prevail with him to riſk loſing the opportunity which preſented itſelf, of either intercepting Admiral Darby on his return, or of being able to form a junction with the fleet of Spain, before the Britiſh could collect a force ſufficient to block up the French in the harbour of Breſt. Eight thouſand land-forces were put on board, to ſupply the deficiency of ſailors. The wind coming to the eaſtward, Vice-Admiral Darby ſailed from Spithead, on the 24th of May, joined Admiral Arbuthnot and his convoy off Torbay, and proceeded to ſea. On the 4th of June, M. d'Orvilliers and his fleet, conſiſting of twenty-eight ſail of the line, equipped as it was, ſailed from Breſt. When it became known that the fleets were at ſea, and that the French fleet was greatly ſuperior to the Britiſh, there was the greateſt joy at Paris, where the capture or deſtruction of Admiral Darby's ſquadron was conſidered as certain. In theſe circumſtances his eſcape, and ſafe return to England, was rather to be wiſhed for, than expected. The French ſeverely felt the diſappointment; but were comforted, by ſoon after receiving advice, that the fleet of France had formed a junction with that of Spain on the 24th of June. If Britain had been able to ſend a fleet of ſufficient ſtrength to ſea, in time to have prevented this event, in all probability, the Court of Spain would never have conſented to take a part againſt her in the war with France and America.

* See Note 152.

America. Even as it was, it coſt the Cabinet of Verſailles great labour, to goad the Spaniſh Miniſtry to take the decided part they did, and to which they were bound to do by treaty. The ſalvation of France, they were told, depended upon it; and the ſtate of the Britiſh navy was ſuch, that they were ſure to make an eaſy conqueſt of Gibraltar. The ſailing of M. d'Orvilliers, ſo as to be able to effect a junction with the Spaniſh fleet, did the buſineſs; and convinced the Marquis d'Almodovar, the Spaniſh Ambaſſador at London, that he might proceed to deliver his manifeſto, with the notice of his immediate departure.

Upon Admirals Keppel and Harland declining to ſerve, the command of the grand fleet was conferred upon Sir Charles Hardy, Admiral of the White; who had under him, Vice-Admiral Darby, and Rear-Admirals Digby and Sir John Lockhart Roſs. With Admiral Digby, embarked his Royal Highneſs Prince William Henry, (now Duke of Clarence) his Majeſty's third ſon, in order to be inſtructed in the duties of a ſeaman, and to be trained to the ſervice of his country. The fleet put to ſea on the 16th of June, and conſiſted of thirty-five ſail of the line.*

When the rupture with Spain was declared, the Miniſtry exerted themſelves to put the country in a proper ſtate of defence. All the military force of the kingdom was called out, and ſtationed in ſuch a manner, as was beſt calculated to be ready to oppoſe any deſcent, which the enemy might intend to make, or to ſuccour any place which they might attack. Lord Amherſt was appointed Commander in Chief of the land forces, under his Majeſty; and every officer was ordered to his poſt. Lieutenant-General Monckton commanded at Portſmouth, where a brigade of infantry was encamped. Lieutenant-General Sir David Lindſay commanded at Plymouth, where one brigade of regular infantry, and another of militia, were encamped. Six regiments of cavalry were encamped at Saliſbury, under the command of Lieutenant-General Johnſtone; a large body

* See Note 153.

body of militia, and two brigades of regular infantry, were encamped at Coxheath in Kent, under the command of Lieutenant-General Pierſon: another, of ſomewhat inferior ſize, was encamped at Warley in Eſſex, commanded by Lieutenant-General Parker. Some cavalry and infantry were encamped at Yarmouth in Norfolk, commanded by Major-General Phillipſon. The troops on the north eaſt of England were commanded by Lieutenant-General Lord Adam Gordon; and thoſe on the north weſt coaſt by Lieutenant-General Haviland. Several ſmall ſquadrons were likewiſe ſtationed at different parts of the coaſt.* In ſhort, every precaution was taken to repel the threatened invaſion from France, the ſhores of which, oppoſite to England, were lined with troops in large encampments, accompanied with numerous trains of artillery. We ſhall not trouble the reader, by reciting here, the many manifeſtos that were publiſhed by the Courts of Verſailles, Madrid, and London, to convince the world, that they were under a neceſſity of taking the diſagreeable ſteps to which they had recourſe, in order to obtain juſtice. Theſe would be too voluminous; and would beſides, greatly interrupt the narrative now given: but as ſome of theſe papers are very curious, we have ſelected the moſt important, and placed them in the Appendix.† The Spaniards immediately blockaded Gibraltar by ſea as well as land: and from the number of troops which they continued to march towards that place, and the large magazines which they were forming in Andaluſia and the neighbouring provinces, it was foreſeen that they meant to lay formal ſiege to that fortreſs.

The confederated powers, conſcious that, until the Britiſh navy ſhould be nearly annihilated, all their other ſchemes would be extremely precarious, were anxious to avail themſelves of their ſuperiority at ſea, by cruſhing, if poſſible, her fleets, and therefore determined on an active naval campaign. The nation had great reaſon to be diſpleaſed on viewing its hazardous ſituation; and finding that, notwithſtanding the great ſums which

* See Note 154. † See Note 155.

which had been expended, its navy was unable to contend with that of France and Spain. The people could not refrain from murmuring, that ſo little attention had been paid to the exertions of thoſe powers, both to obtain ſo great a naval force as they had now acquired, and to train men of abilities to a profeſſional knowledge of maritime affairs: and they conſidered it as no ſmall aggravation to their diſtreſs, not only that they were deprived of the aid of the American ſeamen, from which they had reaped great benefit in former wars, but that this diſadvantage was doubly felt, becauſe the force of theſe men was now thrown as a poſitive weight into the ſcale of their enemies, and contributed greatly to increaſe the balance in their favour.

The chief command of the combined fleet was ſettled by their reſpective Courts: and when they left Cadiz, M. d'Orvilliers appeared as Commander in Chief. This, according to report, gave diſpleaſure to the Spaniards; and little cordiality reigned amongſt them. After cruizing ſome time on the coaſt of Spain, this immenſe armament ſteered for the coaſt of England, and appeared off Plymouth on the 16th day of Auguſt. It then conſiſted of ſixty-ſix ſail of the line, and thirty frigates, beſides ſloops, cutters, ſtoreſhips,* &c. They ſoon evinced themſelves to be enemies, by giving chace to the Marlborough and Ardent ſhips of war, which had juſt left Plymouth, and were on their way to join Sir Charles Hardy. The Captain of the former, ſuſpecting them to be enemies, took ſuch meaſures in proper time as enabled him, though cloſely purſued, to eſcape; but the Captain of the latter, by his imprudence, ſuffered himſelf to be overtaken, and was obliged to ſubmit: for which he was afterwards tried by a Court-martial, and diſmiſſed the ſervice.

If we except the little ſpurt of the French fleet, under M. deRocquifeuille in 1744, which ſeemed to proceed merely from an incidental deſign, and in which they had very nearly fallen victims to their temerity, no inſtance had occurred, in the

* See Note 156.

memory of the oldeſt men living, in which the flags of an enemy had been ſeen flying triumphantly in the Britiſh Channel. But here the caſe was different: ſo great a naval force, and conſiſting of ſuch capital ſhips, had never till now, been ſeen at once upon the ſea. The country was greatly alarmed, but the enemy made no attempt to land: they paraded for ſome days off Plymouth, and a few of their ſhips came as high as Cawſand Bay. The wind coming eaſterly, and continuing ſo for ſeveral days, they ſteered to the weſtward, with a deſign, as they affirmed, to ſearch for the fleet under Sir Charles Hardy, and to give him battle. They continued to cruize near the Scilly Iſlands, and in the chops of the Channel, until the end of the month. On the 29th of Auguſt, the wind coming in his favour, Sir Charles Hardy gained the entrance of the Channel, ſaw the enemy's fleet; and, not knowing its numbers, prepared for action, and formed his line of battle. The weather was then hazy, and growing ſtill more ſo, and night coming on, they ſeparated; but the enemy's guns were diſtinctly heard. Next day their fleet, or at leaſt a part of them,* were ſeen by the Britiſh ſquadron. The haze returned, and Sir Charles Hardy, having been joined by two cutters, which brought him an account of the enemy's ſtrength, and orders to return to Spithead, continued to ſtand up Channel; and in the evening of the 1ſt of September, anchored off the Eddyſtone, in order to ſtem the tide. It has been ſuppoſed, that he wiſhed to draw the enemy after him to the narrow part of the Channel, where, if he was obliged to fight them, he could do it upon leſs diſadvantageous terms than in a more open ſea; and where either a defeat, or certain changes of the wind, in a navigation with the intricacies of which they were little acquainted, might have been productive of the moſt ruinous conſequences to their fleet.

As ſoon as the tide permitted, he made the ſignal to weigh anchor, and ſailed up the Channel. At this time, ſeveral of the

* This was afterwards found not to be the combined fleet; but a fleet of victuallers from Breſt, looking out for it.

the headmoſt of the enemy's line of battle ſhips were ſeen ſome leagues aſtern of the fleet; and it would appear, that they had been aware of Sir Charles's deſign, as they never came any higher than the Lizard Point. Some of their frigates approached nearer to the rear of the Britiſh fleet: and coming rather cloſe, Captain Johnſtone in the Romney tacked, with a deſign, either of cutting them off, or of making them keep a more reſpectful diſtance; but, on obſerving this, they tacked, and ſtood towards their own fleet. On the third of September, the Britiſh fleet anchored at Spithead, where it was joined by ſeveral ſhips of the line. Never were ſeamen in higher ſpirits: and, while the ſtrength of the combined fleet was reported to be only forty-eight ſail of the line, they longed for nothing ſo much as an engagement; and notwithſtanding the known ſuperiority of the enemy, looked upon victory as certain. But ſixty-ſeven ſail of the line, for the enemy had added the Ardent to their fleet, was a ſtrength with which the force under Sir Charles Hardy was not able to contend.

While the combined fleet was off Plymouth, the Corniſh and Devonſhire gentlemen acted with a truly patriotic ſpirit; and made offer, if the enemy ſhould attempt to land, to march with ten thouſand men to the aſſiſtance of the place, on a moment's warning. Sickneſs prevailed very much on board of the combined fleet, eſpecially among the Spaniards. Some of their ſhips were almoſt diſabled by it, others were much out of repair; and as the equinox was faſt approaching, the Commanders thought it neceſſary, very early in the month of September, to enter the port of Breſt, where they filled, not only all the hoſpitals with their ſick, but many convents and churches in that neighbourhood. They returned no more during this campaign to the Britiſh coaſts. As ſoon as they were in a condition to proceed to ſea, Don Luis de Cordova returned to Cadiz, with the Spaniſh ſquadron.

Thus ended this grand enterpriſe of France and Spain, from which ſo much was expected, and by which ſo very little was

achieved: and Great Britain was freed from the apprehenſions ſhe had entertained from this Invincible Armada.

Conſidering the immenſe naval force combined againſt it, the Britiſh commerce had this year ſome wonderful eſcapes. A few days before the enemies fleets entered the Britiſh Channel, a very valuable fleet of more than two hundred ſail arrived ſafe from Jamaica; and by timely notice having been conveyed to them, eight ſail of homeward-bound Eaſt Indiamen were apprized of their danger, and took ſhelter in the river Shannon, where they remained until a ſtrong convoy was ſent, which brought them in ſafety to the Thames.

A rumour having been ſpread, that M. d'Orvilliers, when he was in the Channel, had detached ſix ſail of the line, under M. de Treville de la Touch, to Concale bay, where a very great number of tranſport veſſels were aſſembled for receiving troops; a fleet of obſervation was ſent, under the command of Sir John Lockhart Roſs,* to examine into the truth of it; and if found to be true, he had orders to take or deſtroy them. Sir John ſhifted his flag from the Royal George to the Romney, and ſailed from Spithead on the 14th of September; but on reaching his deſtination, the report was found to be groundleſs. He returned to Spithead on the 26th, with the greateſt part of his fleet, having ſent the remainder to cruize to the weſtward. In the month of November, Captain George Johnſtone was ſent Commodore of a ſmall ſquadron to the coaſt of Portugal: he hoiſted his broad pendant on board the Romney.

Never did any war produce ſo many traitors, who took an active part againſt their country, as this. They conſiſted chiefly of outlawed ſmugglers, and had their reſidence at Dunkirk. They accepted commiſſions to command armed veſſels from the French and Americans, and ſometimes from both: and cruized on the coaſts of Great Britain and Ireland, where they took a great number of prizes. Among theſe miſcreants, we muſt once more introduce into theſe Memoirs, Paul Jones, whoſe depredations on the Scotch and Iriſh coaſts laſt year,

* See Note 157.

year, so completely gained him the favour of his employers, that they gave him the command of a squadron of frigates,† with which he this year took a great number of prizes, and made a formidable appearance along the coasts of Ireland, Scotland, and the north of England. He first appeared off the south-west coast of Ireland, where he sent a boat ashore, in order to bring off some sheep; but the country people rose, seized his boat, and sent her crew prisoners to Tralee jail. Finding the Irish coast alarmed, they steered to the west coast of Scotland, where they were but too successful in making prizes, some of which were of considerable value, particularly one, a storeship for Quebec. Mr. Jones sent the prizes to France, and proceeded with his squadron, by the Orkney islands, to cruize off the east coast of Scotland. On the 14th they appeared off Dunbar, and were seen to take two vessels. It was extremely unfortunate, that there was no naval force on the coast, of sufficient strength to encounter this squadron of privateers. The coast was indeed alarmed, but that availed little, as he had obtained information, that there was no force at hand to oppose him; so confident was he of this, that he sent his smaller vessels and frigates on different cruizes, and proceeded with the Bon Homme Richard alone, up the Frith of Forth; was actually in sight of Edinburgh in the evening of the 16th, and, as the wind blew fresh from the west, came to an anchor a little below the island of Inchkeith, nearly opposite to Kirkcaldy, in order to stem the tide. Next morning, he weighed anchor and endeavoured to beat up to Leith Roads; but the wind increased to a very strong gale, which forced him, after springing his fore-top-mast, to give way and to drive down the Frith before the wind, with such speed, that in a few hours he was out of sight. From the prisoners who were then on board of his ship, it was afterwards learned, that his inten-

 tions

† Bon Homme Richard, forty guns and three hundred and seventy-five men; Alliance, forty guns and three hundred men; Pallas, (a French frigate) thirty-two guns and two hundred and seventy-five men; Vengeance, armed brig, twelve guns and one hundred and seventy men; all in Congress service.

tions were, to burn the ſhipping in Leith harbour, and to pillage ſome of the defenceleſs towns on the Fifeſhire coaſt. Being diſappointed in theſe deſigns, he rejoined his ſquadron, and proceeded to cruize off the coaſt of England; where, on the 23d, he fell in with a Britiſh convoy from the Baltic, eſcorted by his Majeſty's ſhip the Serapis of forty-four guns, commanded by Captain Richard Pearſon, and the Counteſs of Scarborough armed ſhip, of twenty guns, commanded by Captain Thomas Piercy. Captain Pearſon having received notice from the Magiſtrates of Scarborough, of a ſquadron of the enemy's being off the coaſt, he immediately made the ſignal for his convoy to bear down under his lee, and repeated this ſignal with two guns: but notwithſtanding this, the van of the convoy kept their wind with all ſail, ſtanding to the ſouthward from under Flamborough-head, till between twelve and one; when the headmoſt of them got ſight of the enemy's ſhips, which were then in chace of them. They then tacked, and made the beſt of their way under the ſhore for Scarborough, letting fly their top-gallant ſheets, and firing guns: on which Captain Pearſon made all the ſail he could, to get between the enemy and the convoy, which he ſoon effected. At one o'clock, he got ſight of the enemy's ſquadron from the maſt head; and about four, they were ſeen diſtinctly from the deck, their force appearing to be three large ſhips and a brig: upon which, he made the Counteſs of Scarborough's ſignal to join him; and at the ſame time, he made the ſignal for the convoy to make the beſt of their way, and repeated this ſignal with two guns. He then brought to, in order to give the armed ſhip time to come up and prepare for action. At half paſt five ſhe came up: and the enemy's ſhips were then bearing down on the two Britiſh ſhips, with a light breeze at S. S. W. At ſix, Captain Pearſon made the ſignal to tack, and laid the heads of his ſhips in-ſhore, that he might keep his ground between the enemy's ſhips and the convoy. Soon after this, he diſcovered their force to be a two-decked ſhip and two frigates; but from their poſition, could not ſee their colours. About twenty minutes

paſt

paſt ſeven, the largeſt of the three ſhips brought to on the larboard bow of the Serapis, and came within muſquet ſhot. Captain Pearſon hailed them; and after giving ſome unſatisfactory anſwers, they fired a ſhot, which he returned with a broadſide. After exchanging a few broadſides, Jones backed his topſails, and dropped upon the quarter of the Serapis, within piſtol ſhot; then filled again, put his helm aweather, run on board upon her weather quarter, and attempted to board her: but being repulſed, ſheered off. Captain Pearſon immediately ordered his topſails to be backed, in order to get ſquare with the enemy's ſhip again. As ſoon as Jones obſerved this, he filled, put his helm aweather, and laid the Serapis athwart hawſe. His mizen-ſhrowds took her jib-boom, which hung him for ſome time; but at laſt it gave way, and both ſhips dropped alongſide of each other, head and ſtern, when the fluke of the Serapis's ſpare anchor hooked the enemy's ſhip's quarter. They were now ſo cloſe fore and aft, that the muzzles of the guns of each, touched the ſide of the oppoſite ſhip. In this poſition they continued the engagement, from half paſt eight until half paſt ten; during which time, the great quantity and variety of combuſtible matters, which the enemy threw in on the decks, chains, and every part of the Serapis, ſet her on fire in different parts, not leſs than ten or twelve times: and it was with the greateſt difficulty and exertion imaginable, that the flames were repeatedly extinguiſhed. During the action, the largeſt of the enemy's frigates kept ſailing round the two engaging ſhips, and raking the Serapis fore and aft, by which ſhe killed or wounded, almoſt every man on her quarter and main-decks. About half paſt nine, either from a hand grenade being thrown in at one of the lower ports, or from ſome other accident, a cartridge of powder was ſet on fire, the flames of which running from cartridge to cartridge, all the way aft, blew up the whole of the officers and men who were quartered abaft the main-maſt. By this unfortunate circumſtance, all the guns in that part of the ſhip, were rendered uſeleſs during the remainder of the action, and the

people were ſo miſerably ſcorched, that many of them died. At ten o'clock, the men belonging to the enemy's ſhip alongſide of the Serapis, called out for quarters, and ſaid they had ſtruck. On hearing this, Captain Pearſon hailed the Captain, and aſked him ſeveral times if he had ſtruck; but on receiving no anſwer, he called for the boarders and ordered them to board the enemy, which they inſtantly did. As ſoon, however, as they were on board of her, they diſcovered a ſuperior number of men lying under cover, with pikes in their hands ready to receive them. This obliged them to retreat as faſt as they could to their own ſhip again. They returned to their guns, and renewed the action until half paſt ten; when the frigate came acroſs the ſtern of the Serapis, and poured a broadſide into her. Captain Pearſon, having exerted his utmoſt endeavours in vain, found it impoſſible to bring even one gun to bear upon the enemy, or to extricate his ſhip from the diſagreeable ſituation in which ſhe was placed; and was, therefore, under a neceſſity of giving orders to ſtrike: at which inſtant, his main-maſt went by the board. He and his Firſt Lieutenant were hurried on board of the enemy's ſhip, which proved to be an American rebel ſhip of war, called the Bon Homme Richard, of forty guns and three hundred and ſeventy-five men, commanded by Captain Paul Jones. The other frigate, which alſo engaged the Serapis, was the Alliance, of forty guns and three hundred men. When Captain Pearſon was taken on board of Jones's ſhip, he found her in the greateſt diſtreſs: her quarters and counter on the lower deck were entirely ſtove in, and the whole of her lower deck guns were diſmounted. She was alſo on fire in two places, and had ſix or ſeven feet water in her hold. The water kept increaſing upon the enemy all the night and next day, ſo that they were obliged to quit her: and ſhe ſunk, with a great number of her wounded people on board. She had three hundred and ſix men killed and wounded in the action.

While the Serapis was engaged with the Bon Homme Richard and Alliance, the Counteſs of Scarborough armed ſhip was attacked

tacked by a French frigate, in the ſervice of Congreſs, called the Pallas, which carried thirty-two guns and two hundred and ſeventy-five men. Captain Piercy backed his main-topſail, in order to engage the attention of one of the frigates, which was then coming up: and when ſhe got on his larboard quarter, ſhe fired a broadſide, which was immediately returned; and the engagement continued for upwards of two hours. By this time, the armed ſhip had all her braces, and the greateſt part of the running rigging, main and mizen-topſail ſheets, ſhot away, and ſeven guns diſmounted, four men killed and twenty wounded. Captain Piercy, on obſerving another frigate of the enemy's bearing down to engage him, was neceſſitated to ſtrike.

The loſs ſuſtained by the Serapis in the action was very great: the killed amounting to forty-nine, and the wounded to ſixty-eight. Amongſt the former was the boatſwain, a maſter's mate, two midſhipmen, the coxſwain, a quarter-maſter, twenty-ſeven ſeamen, and fifteen marines. Amongſt the latter, the Second Lieutenant, Michael Stanhope, and Lieutenant Whiteman of the marines; two ſurgeon's mates, ſix petty officers, forty-ſix ſeamen, and twelve marines.

A more gallant action is not on record: and ſo well pleaſed was his Majeſty with the behaviour of the two Captains, and their officers and men, that he conferred the honour of Knighthood on Captain Pearſon; and ſoon after that, made Captain Piercy a Poſt-Captain, and promoted the other officers. The ſervice they had performed was very great. By deſtroying its capital ſhip, they had entirely diſconcerted the deſigns of this flying ſquadron of the enemy: and by their truly brave and well conducted defence, they had preſerved a very valuable and important convoy, which otherwiſe muſt have been captured. So ſenſible were the Directors of the Royal Exchange Aſſurance Company, of their obligations to theſe excellent officers, for protecting the rich fleet under their care from the Baltic, that they voted their thanks to both: and as a farther teſtimony of their approbation, requeſted Captain Pearſon's acceptance

of

of a piece of plate worth one hundred guineas; and Captain Piercy's of another, valued at fifty guineas.

This ſquadron of Commodore Jones's had been fitted out at Port l'Orient, and left that port about the end of July. It had been very ſucceſsful in making prizes, ſome of which had been ſent to France, and others ranſomed. At the time of the action, there were three hundred Britiſh priſoners on board of the rebel fleet. From the 23d of September, it continued beating about the north ſea, without being able to reach any port, until the 6th of October, when it came to an anchor in the Texel road. Mr. Jones did not behave very well to his priſoners; he refuſed leave to Captain Pearſon to muſter his crew, and would not even permit him to go aſhore, to wait on Sir Joſeph Yorke, the King's Ambaſſador at the Hague. Sir Joſeph, by his repreſentations to their High Mightineſſes the States General, prevailed on them to cauſe the wounded ſeamen belonging to the Serapis and the armed ſhip to be ſent aſhore; and farther urged them to detain, and to order to be delivered up, both the ſhips and their crews, which, he ſaid, "the pirate Paul Jones of Scotland, who is a rebel ſubject, and "a criminal of the State, had taken." This requeſt was refuſed: and the only effect of his remonſtrances was, that they would not allow the prizes to be ſold there, but gave orders that they ſhould depart from their ports as they came. The States General did not, on this occaſion, behave with that ſpirit and dignity, which ſuch an old and faithful ally, as Great Britain had been to them, had a title to expect. Far from ordering the piratical ſhips immediately to leave their ports, they ſuffered them to remain: and it coſt Sir Joſeph Yorke a great deal of trouble, to procure the releaſe of the priſoners they had on board, as they threw obſtacles in his way, by calling themſelves ſometimes French, and ſometimes Americans. The priſoners were, however, at laſt releaſed: and the veſſels, after being long blocked up, ſtole out of port in a dark night, and got to Dunkirk.

The appearance of Jones, in a two-decked ſhip in the Frith of

of Forth, gave a great alarm; and Captain Burnet, of the Prudent of ſixty-four guns, accompanied with ſome frigates,* was ſent from Spithead to the protection of the Scotch metropolis. If this officer had been allowed to have ſpread his little ſquadron as wide as he could, when he got into the north ſea, he would, in all probability, have intercepted Commodore Jones and his fleet, before they reached the Texel; but his orders were, to make the beſt of his way, with the ſhips under his command, to Leith Roads.

Captain Pownall, of his Majeſty's ſhip the Apollo of thirty-two guns, being on a cruize off the coaſt of France, early in the morning of the 31ſt of January, diſcovered ten ſail, to which he gave chace, and ſoon perceived them to be a French frigate and a convoy. About half an hour after one, being then off St. Brieux, and within a mile or two of the rocks, he got cloſe alongſide of the frigate, and engaged her for an hour and a half, when ſhe ſtruck, and proved to be l'Oiſeau, of twenty-ſix nine pounders on one deck, and two hundred and twenty-four men, commanded by the Chevalier de Tarade. She had ſailed from Breſt only on the preceding day, and was bound to St. Malo. The convoy, with ſome armed veſſels, hauled their wind, and got within the rocks and ſhoals of the iſland of Brehat, by which means they made their eſcape. The enemy's loſs in the action was very conſiderable. The Apollo had ſix men killed and twenty-two wounded, two of whom died ſoon after. Captain Pownall received a wound in his left breaſt from a muſquet ball, and both the Lieutenants of the Apollo were ſlightly wounded.

Lieutenant William Knell, commanding the Rattleſnake cutter of ten carriage and twelve ſwivel guns, with a complement of ſixty men, being on a cruize, got ſight of two French cutters, at day-break on the 14th of March, about two leagues to windward, ſtanding in for Freſhwater bay, with the wind at W.S.W. He immediately wore, and made ſail after them; but on obſerving his approach, they made all the ſail they could, and

* See Note 158.

and ſtood out to ſea, ſteering S. S. E. At half paſt one o'clock in the afternoon, being then within four leagues of Havre de Grace, the Rattleſnake came up with and engaged the largeſt cutter, which mounted fourteen carriage and twelve ſwivel guns, and had a crew of ninety-two men. The other cutter, called the Frelon de Dunkerque, mounted twelve carriage and ten ſwivel guns, had a crew of eighty-two men, and was deemed the faſteſt ſailing cutter which the enemy had. She came up to the aſſiſtance of her companion: and the engagement with both was continued until four o'clock, when the largeſt one ſtruck, and the other ſheered off and endeavoured to eſcape; but her intention being perceived, the Rattleſnake made after her, poured three broadſides into her, and, to prevent her from getting away by her ſuperior ſailing, immediately boarded, and by that means carried her.

Lieutenant Knell's men were now working hard, in ſplicing and refitting the rigging of their ſhip, which had ſuffered much in the action; and while they were thus employed, the French cutter which had firſt ſtruck, crowded all the ſail ſhe could, and as the Rattleſnake was not in a condition to purſue her, was lucky enough to effect her eſcape. Lieutenant Knell, (whoſe ſpirited conduct during the action could not be too much commended), was wounded, together with one midſhipman and ten men. The Commander of the Frelon de Dunkerque and twelve of her crew were killed, and thirty were wounded, many of them mortally. It is conjectured, that the cutter who eſcaped muſt have loſt many men, as ſhe engaged the Rattleſnake a conſiderable time before ſhe ſurrendered.

His Majeſty was ſo exceedingly well pleaſed with the bravery and conduct ſhewn by Lieutenant Knell upon this occaſion, that he was made a Maſter and Commander.

The Bee cutter, commanded by Lieutenant Nagle, took the Invincible, a French privateer of twelve guns, nine pounders, and one hundred and forty men.

The Kite cutter, of twelve guns and ſixty men, commanded by Lieutenant Henry Trollope,* being on a cruize off Portland on

* Now Sir Henry Trollope, Knight Banneret, and Rear-Admiral of the Red.

on the 30th of March, fell in with a French frigate, with which ſhe exchanged a few broadſides; but the frigate, diſcovering a loaded brig at a little diſtance, left the Kite, purſued and took her. Lieutenant Trollope immediately ſet his people to repair the damages which his cutter had ſuſtained: and while they were thus employed, he was attacked by a French brig privateer of eighteen guns, which in the engagement loſt her main-maſt and many men, and was rendered almoſt a perfect wreck. But by the help of a little breeze ſhe got off, as the Kite, from the great damages which ſhe had received from the frigate, and thoſe which ſhe ſuſtained in this laſt action, was ſo very much diſabled in her rigging and ſails, that ſhe could neither board her nor attempt to follow her. Fortunately, Lieutenant Trollope had only four men wounded. In reward for his gallant behaviour, his Majeſty was pleaſed to order him to be immediately made a Maſter and Commander.

The Delight ſloop of ſixteen guns, commanded by Captain John Douglas, being ſent expreſs on ſome particular buſineſs by the Lords of the Admiralty, on the firſt of April, when off Dunoſe Point, fell in with and took, after engaging her upwards of an hour, the Jean Bart, a French privateer of twenty guns and one hundred and ninety men. On board the Delight, Mr. Randall, the boatſwain, was killed, and two men wounded. Juſt as the enemy ſtruck, the Jupiter, Captain Reynolds, came up, and took charge of the prize, which enabled Captain Douglas to proceed agreeably to his orders.

Vice-Admiral Lord Shuldham, commanding at the port of Plymouth, having received intelligence, that two French privateers had been ſeen on the 21ſt of March off the Lizard, immediately diſpatched three frigates and a cutter in ſearch of them: and next day, they luckily fell in with and took them. They proved to be the Frizeur of twenty-four, and the Royal Louis of eighteen guns, both belonging to St. Malo, and ſurrendered without firing a ſhot: they had two ranſomers on board.

On the 4th of April, Captain Robinſon of the Shrewſbury, being

being on a cruize off the iſlands of Scilly, fell in with two large French privateers, to which he gave chace. By ſteering different courſes, one of them eſcaped; but the other, after a long purſuit, was taken. She proved to be the Compte d'Artois of twenty-ſix guns, viz. eighteen nine pounders and eight four pounders, together with two braſs cohorns, and one hundred and ſixty men, and belonged to Port l'Orient.

Captain James Montagu, of the Medea of twenty-eight guns, on the 18th of June, took, after an action which laſted an hour and a half, the Duc de Lavaugnon, a French cutter privateer from Dunkirk, of fourteen ſix pounders and ninety-eight men. The Medea ſuſtained ſome damage in her rigging, but loſt no men. The enemy had four men killed and ten wounded. The only prize which the privateer had taken, was a lobſter ſmack from Norway for London, which ſhe had ranſomed for two hundred guineas. The ranſomer informed Captain Montagu, that a veſſel then in ſight was a privateer, and conſort to the prize; but finding his rigging cut, he ordered the Counteſs of Scarborough armed ſhip to give chace, which Captain Piercy immediately did, and came up with her in a few hours, when ſhe ſtruck. She proved to be the Compte de Maurepas of Dunkirk, mounting fourteen four pounders, and had eighty-ſeven men.

The following gallant action redounds greatly to the honour of Captain Reynolds, (now Lord Ducie) of his Majeſty's ſhip Jupiter. Being on a cruize off Cape Fineſterre, on the 26th of May, he got ſight of a large convoy, eſcorted by a fleet of war ſhips. Theſe, he ſoon perceived to be French; but reſolved to endeavour to make prize of one of the convoy, in order to learn its deſtination and force. He accordingly made for one of the neareſt ſhips; and, although a large frigate kept firing upon him at a diſtance, he took her, and in hopes of being able to bring her with him, put five of his people on board of her, taking out of her eighteen Frenchmen. By this time, the whole of the enemy's fleet was alarmed, ſeveral large ſhips of war were in chace of him, and others were extending themſelves

themſelves on each ſide, with a view to cut off his retreat. Upon which he ſet all the ſail he could, and made off: ſoon after, he ſaw his prize retaken. From his priſoners he learned, that the fleet was bound to the Weſt Indies, and that it conſiſted of ſix line of battle ſhips and ſome frigates,* commanded by M. de la Mothe Piquet, with about eighty veſſels under their convoy, laden principally with proviſions and military ſtores; and having alſo ſome troops on board. Captain Reynolds and the maſter of the Jupiter were both wounded by ſplinters, occaſioned by a ſhot from the frigate that firſt fired at them.

On the 6th of Auguſt, his Majeſty's ſloops Fly and Alderney, commanded by Captains Garner and Kempe, fell in with three French privateers, about eight leagues off Loweſtoffe. Though each of the privateers was much ſuperior in ſize to either of the ſloops, an action immediately commenced; and the enemy who were only on the look-out for the packet-boats, ſoon ſheered off, but were purſued directly. The Alderney, being a heavy ſailer, could not get up to aſſiſt the Fly, which, after being warmly engaged for three hours, compelled the enemy to ſeek for ſhelter in Fluſhing. The force of the French conſiſted of one ſhip of twenty-four guns, and two of ſixteen guns each. This gallant conduct of Captain Garner ſaved the packet-boats, and deſervedly procured his promotion to the rank of a Poſt-Captain.

On the 14th of September, the Pearl, commanded by Captain George Montagu, cruizing off the Azores, at ſix in the morning gave chace to a ſhip in the N. W. quarter; and at half paſt nine brought her to action, which continued for two hours, when ſhe ſtruck: the iſland of Corvo being then diſtant ſix leagues. She proved to be a Spaniſh frigate of twenty-ſix twelve pounders on her main-deck, and two four pounders on her forecaſtle, with a crew of two hundred and ſeventy-one men. She was called the Santa Monica, and was commanded by Don Manuel de Nunes. The Pearl had twelve men killed and nineteen wounded in the action: and the enemy had thirty-eight

* See Note 159.

eight men killed, and forty-five wounded. The prize was a remarkable fine frigate, almoſt new, and much larger than the Pearl. She was purchaſed into the ſervice, and added to the Royal Navy by the ſame name.

Captain Reynolds of the Jupiter, with ſome frigates under his command, on his way to eſcort a fleet of Eaſt Indiamen from the Shannon to England,* on the 2d of October, off the Lizard, fell in with and took two cutters belonging to the King of France, viz. Le Pilote, commanded by the Chevalier de Clonard, and La Mutine, commanded by Chevalier de Roquefueil, of fourteen ſix pounders, and one hundred and twenty men each. Proving very fine veſſels, they were purchaſed by Government, and added to the Royal Navy by the ſame names.

Captain Bickerton, of his Majeſty's ſloop the Swallow, in company with the ſloop Lively, Captain Inglefield, after a ſmart action, took and carried into Milford Haven, the Duc de Chartres, a French privateer of twelve eight pounders, and one hundred men: and at the ſame time, retook the General Dalling from Jamaica, a prize which ſhe had taken. The Swallow had one man killed and one wounded, in the action. The enemy's loſs of men was conſiderable.

In the evening of the 19th of November, Captain Elliot Salter, of his Majeſty's ſhip Huſſar of twenty-eight guns, being in company with the Chatham of fifty guns, Captain Allen, convoy to the homeward-bound trade from Liſbon, obſerved a ſtrange ſail ſtanding out of the fleet, and ſuppoſed her to be either a privateer, or one of the convoy that had been captured. He immediately gave chace, and came up with her in the night; but finding her to be a two-decked ſhip, he ſtuck cloſe to her till day-light, when ſhe hoiſted Spaniſh colours, and began an engagement, which laſted three quarters of an hour, when ſhe ſtruck, and proved to be the Noſtra Senora del Buen Conſejo, commanded by Don Juan Joſeph Ezpeleta, a ſhip about eleven or twelve hundred tons, pierced for ſixty-four guns, but mounting

* See Note 160.

mounting only twenty-ſix twelve pounders, and having a crew of one hundred and twenty men. She was bound from Lima to Cadiz, but laſt from Fyal; where, having received information of a war with Great Britain, ſhe had landed her bullion to a very conſiderable amount. The remainder of her cargo conſiſted of copper, pewter, cocoa, a very large quantity of Jeſuit bark, ſome beaver ſkins and minerals, beſides private property. The Huſſar had four men killed and ten wounded; and the enemy had twenty-ſeven men killed and eight wounded.

Commodore Johnſtone, with the little ſquadron under his command, being on a cruize off Cape Fineſterre, on the 11th of November, got ſight of a ſhip to which he gave chace. The Tartar frigate coming up with her, and perceiving that ſhe carried Spaniſh colours, immediately began a very cloſe engagement, which laſted but a ſhort time, for the enemy, ſeeing no poſſibility of eſcaping, ſurrendered, after firing a broadſide or two. She proved to be the Santa Marguerita, a Spaniſh frigate of twenty-ſix twelve pounders and two ſix pounders, and had a crew of two hundred and ſeventy-men. She was commanded by Don Andrea de Viana, and had one man killed and three wounded in the action. The Tartar ſuſtained no loſs. The prize was purchaſed, and added to the Royal Navy by the ſame name.

His Majeſty's frigate Quebec, commanded by Captain George Farmer, being on a cruize in the Britiſh Channel, in company with the Unicorn frigate and Cabot ſloop, on the 5th of July, got ſight of a fleet of French trading veſſels, ſteering along the coaſt of Britanny, under convoy of a frigate and ſome armed ſhips, the whole amounting to forty-nine ſail: the King's ſhips immediately made towards them with a preſs of ſail. The enemy ſoon became ſenſible of their danger, and drew cloſe to the ſhore, in hopes of reaching the port of Morlaix, before the Britiſh ſhips overtook them: but in this they were fruſtrated, by the Quebec and Unicorn coming up with the frigate and armed veſſels and firing on them; but the enemy, rather than ſtrike, run their ſhips on the rocks, where the greateſt part of

them were wrecked, as the wind during the night came to blow hard, and right upon the ſhore, which obliged the King's ſhips to haul off, to avoid meeting with a diſaſter ſimilar to the French convoy and their eſcort. Captain Farmer was not ſo fortunate when cruizing of Breſt in the Quebec, in company with the Rambler cutter, commanded by Lieutenant George, when, on the morning of the 6th of October, he got ſight of three ſail in the S.W. quarter; he ſoon made them out to be a ſhip, a cutter, and a Dutch hoy, and gave them chace: at eight o'clock, he found two of them to be a large French frigate and a cutter.* At nine, the enemy's frigate began to fire at the Quebec, but at too great a diſtance to do execution: at ten o'clock, Captain Farmer having got within point blank ſhot of the enemy, the Quebec returned the fire, and kept edging down in order to come to a cloſe engagement. The Rambler cutter got between the French frigate and cutter, and by eleven o'clock brought the French cutter to action; and although this veſſel was of much ſuperior force to the Rambler, Captain George continued to engage her until near two o'clock, when the enemy ſet all the ſail they could and made off, and his cutter had ſuſtained ſo much damage in her ſails and rigging, that ſhe was unable to follow her with any proſpect of being able to renew the fight. By this time, both the frigates were diſmaſted; and when the maſt of the Quebec fell, the ſails falling on the guns took fire, which preſently ſet the ſhip in flames; on which, Lieutenant George endeavoured to get as near to her as poſſible, in hopes of ſaving ſome of her crew: at this time, there was but little wind and a great ſwell, all he could do was to ſend his boat, with the Maſter and five men armed in her, who picked up one maſter's mate, two young midſhipmen, and fourteen men of the Quebec: the Rambler was

* The Surveillante of forty guns, M. de Couedic: ſhe had twenty-eight eighteen pounders on her main-deck, and twelve twelve pounders on her quarter-deck and forecaſtle, and a crew of three hundred and fifty men. The cutter was the Expedition of ſixteen ſix pounders, commanded by the Chevalier de Roquefueille.

was far to leeward, and her rigging in ſuch a diſabled ſtate, that Lieutenant George, who made every exertion in his power, could not get nearer to her; and he was prevented from ſending his boat a ſecond time, by the enemy's frigate, who, contrary to every principle of humanity, fired on the Rambler's boat while on this duty, and from the guns of the Quebec going off as they got heated, ſo that to approach her became dangerous: ſhe continued burning fiercely, with her colours flying, until ſix o'clock, when ſhe blew up with a great exploſion. Mr. Wilkie, the Clerk of the Quebec, was ſaved by a Pruſſian veſſel, that was in company during the whole time of the action, and lay to all night to aſſiſt in taking up ſuch of the Quebec's crew as they found ſwimming. Mr. Roberts, Firſt Lieutenant of the Quebec, was taken up by the French frigate, whoſe Captain ordered ſeveral things to be thrown over, in hopes that ſome of the crew of the Quebec would lay hold of them; by this means, eleven men were ſaved. No men could behave with greater courage and conduct than Captain Farmer, his officers and crew, did in this action, againſt a ſhip of ſuch ſuperior force, which laſted near three hours and a half, both ſhips within piſtol ſhot of each other, and had almoſt ſilenced the enemy's fire, whoſe ſhip had ſuffered ſo much, that her crew had great difficulty to prevent her from ſinking, and were ſaved by their oars from ſharing the ſame fate as the Quebec: they had a great number of men killed and wounded. Captain Farmer was wounded in the arm; and about eighty of the crew of the Quebec were killed or wounded: but Captain Farmer, with many of his officers and men, to the number of one hundred and fifty, loſt their lives on this melancholy occaſion. Lieutenant Roberts of the Quebec was promoted to the rank of Maſter and Commander: and in token of his Majeſty's high approbation of the conſummate bravery of Captain Farmer, he was pleaſed to create his eldeſt ſon a Baronet of Great Britain, and to order him to be promoted to a Lieutenancy in the navy.

His Majeſty's ſhips Terrible and Ramillies, commanded by

Captains Sir Richard Bickerton and Thomas Allen, (acting) having been ſent out to ſtrengthen a convoy, until they ſhould get beyond the range of the enemy's cruizers, on their return to England, fell in with a fleet of thirty ſail of French merchant ſhips from Martinico, eſcorted by three frigates. They had received advice of this convoy from a neutral ſhip, with which the Ramillies had ſpoken on the 13th of April. Immediately on obtaining this information, they hauled their wind for that night, in hopes of making up with them: and next morning, they diſcovered a fleet from the maſt-head, far to windward. As there was little wind during the day, the two ſhips did not get near them until ſeven in the evening, when the Ramillies got up, and took three of them. The frigates made off, and the whole convoy diſperſed and ſeparated. The Terrible took two of them that night, and two more next morning. They proved to be prizes of very great value, being on an average worth about 20,000l. each. The Helena ſloop of war was retaken by ſome of Sir Charles Hardy's fleet.

On the 24th of May, the fleet from Holland, when off the coaſt between Furnes and Dunkirk, fell in with two French privateers, the Dunkirk of eighteen guns and ninety-ſix men, and Prince de Robeque of ſixteen guns and eighty men, both belonging to Dunkirk. The Fairy ſloop, commanded by Lieutenant Cook, (in abſence of Captain Frederick) gave chace to the former, came up with her, and after a ſhort action took her: and the Griffin cutter, commanded by Lieutenant John Inglis, gave chace to the latter; and after two hours cloſe action, obliged her to ſtrike. The enemy had ſeven men killed and thirteen wounded. Only one man was ſlightly wounded on board the Griffin. On board the Prince de Robeque were five ranſomers. For this gallant action, Lieutenant Inglis was promoted to the command of the Zephyr ſloop.

On the 18th of March, his Majeſty's ſhip Arethuſa, commanded by Captain Charles Holmes Everitt, on a cruize off Breſt, gave chace to a French frigate when cloſe to that port. This being noticed from the ſhore, a ſhip of the line was ſent after

after her, and gained on her very faſt. Night came on, and the chance of eſcaping which Captain Everitt ſaw, was by changing his courſe to the northward. In making this attempt, his ſhip unfortunately run on a rock, near the little iſland of Molines, about three in the morning of the 19th: and there was juſt time to ſave the crew, before ſhe went to pieces. It is very remarkable, that while the crew of the Arethuſa were landing on the iſland, thirteen of them ſeized the ſix oared cutter; and without any proviſions ſteered for England. On their way, they fell in with a Dutch ſhip, the maſter of which gave them a compaſs and ſome proviſions, with the aſſiſtance of which they reached Fowey in Cornwall.

The following inſtance of diſloyalty and perfidy has not its parallel in the annals of the navy. On the 29th of November, his Majeſty's cutter Jackall was lying at anchor in the Downs, where Admiral Drake was alſo, with ſeveral other ſhips of war. Her commander and principal officers being aſhore on buſineſs, a midſhipman was left with the charge of the veſſel: and early in the morning, a great majority of her crew mutinied, overpowered the remainder, got her under way, and carried her into Boulogne in France, where they ſold her. Almoſt all the mutineers were compoſed of outlawed ſmugglers, who had been taken on the coaſt of Ireland, and impreſſed into the ſervice. Several of them, who were afterwards made priſoners in different ſhips belonging to the enemy, were tried by a Court-martial for their offence, and ſentenced to be hanged; and ſome of them died without the ſmalleſt ſigns of contrition. When the mutineers run away with the Jackall, they accompliſhed their deſign with ſo little noiſe, that the people on board the flag-ſhip, and other war ſhips at anchor near them, entertained no ſuſpicions of their intention, until it was too late to purſue.

The enemy had a great number of very rich ſhips taken from them by privateers, as well as by the King's ſhips. Of theſe we ſhall particularize a few of the moſt valuable. On the 23d of October, the Amazon privateer of Liverpool, and the Ran-

ger privateer of Briſtol, of ſixteen guns each, being on a cruize off the Azores, fell in with the Santa Agnes, a Spaniſh ſhip of war of eight hundred tons, from the Manillas to Cadiz: ſhe was pierced for forty guns, but mounted only two eighteen, twelve and nine pounders, had one hundred and fifty men, and was commanded by Don Fernando de Reynoſa. After a ſmart action of two hours ſhe ſtruck, having forty-ſeven men killed in the engagement, (thirty-three of whom loſt their lives by an exploſion of gunpowder) and many wounded. The privateers had only one man killed. This was by much the moſt valuable prize that had been taken in courſe of the war. She was deeply laden with gold, ſilver, ſilk, coffee, china, cochineal, and indigo: and carried alſo great private adventures, which were not regiſtered. The value of the whole was ſuppoſed to exceed 300,000l.

The Dart privateer of Dartmouth, of fourteen four pounders and ſixty men, took, in the end of October, a Spaniſh ſhip of ſix hundred tons, ſixteen guns, and ſeventy men. She was called the N. S. Piedat: and ſurrendered after firing only two guns. Her cargo conſiſted of

142,117 ſilver dollars,
38,949 dollars in gold doubloons,
31 ingots of gold,
5 ingots of ſilver,
42 bales of fine beaver,
21,061 hides in the hair,
3 bales of fine wool,
1 bale of fine fur.

Excluſive of the ingots of gold and ſilver, (the value of which is not known) the reſt of the cargo, ſo far as it was known by the bills of lading, (though it was ſuppoſed there was more on board) amounted to 80,000l.

The Sturdy Beggar privateer of Liverpool took the La Saerta N. S. del Roſario, from Buenos Ayres to Cadiz, with ſkins, wool, &c. and about ten thouſand dollars, valued at 50,000l. The Vulture privateer of Liverpool took the San Eſtevan, with a cargo

a cargo of tobacco, cocoa, hides, medicines, and ſome dollars, valued at 20,000l. The Shark privateer of London, and the Sprightly privateer of Guernſey, took the St. Franciſco Xavier, a Spaniſh ſhip from the South Seas, of ſeven hundred tons burden. Her cargo conſiſted of three cheſts of doubloons, forty-ſeven cheſts of ſilver, two hundred thouſand dollars, one cheſt of white ſilver, two hundred and ſeventy marks, nine ſmall cheſts of gold, four hundred tons of cocoa, fifteen bales of furs, one hundred and fifty tons of bar copper, and many other articles; alſo, a copper anchor with a mahogany ſtock. The Active privateer of Poole took the Goree, French ſloop of war, of fourteen four pounders and forty men, from Senegal to Rochfort.

To give ſome ſpecimen of the loſſes ſuſtained by the French and Spaniards, ſince the commencement of hoſtilities againſt the former, we ſhall ſelect the account of the ſucceſs of the privateers and letters of marque belonging to Liverpool, from that date till the month of May this year:

No. of Prizes.	*By whom taken.*	*Value.*	*No. of Prizes.*	*By whom taken.*	*Value.*
2	Waſp,	£. 15,000	1	Townſide,	£. 30,000
2	Sarah,	28,000	1	Marchioneſs of Granby,	3000
5	Ellis and Grigſon,	70,000	2	Ellen,	75,000
2	Lady Granby,	2,100	2	Terrible,	25,000
2	Mary,	21,000	2	Retaliation,	18,000
1	Brothers and Henry,	15,000	1	Hawke,	10,000
1	Little Ben,	16,000	1	Earl of Sandwich,	14,000
1	Mentor,	15,000	1	Dreadnought,	35,000
1	Molly,	16,000	1	Griffin,	25,000
4	Dragon,	9,500	1	Rumbold,	12,000
5	Bellona,	49,500	3	Jenny,	30,000
1	Catcher,	10,000	3	Knight,	170,000
3	Molly, (Siddon)	26,000	2	Viper,	26,000
2	Nanny,	3,500	5	Beſs,	25,000
1	Arethuſa,	2000			
1	Atalanta,	4000		Total,	£. 1,025,600

The French Eaſt India Company ſuffered very conſiderably this year; the following ſhips belonging to them being taken during the courſe of it:

Ships.	*From whence.*	*By whom taken.*
La Louiſe Elizabeth,	Mauritius,	Rover privateer of Briſtol.
Le Compte d'Artois,	Ditto,	Ranger and Minerva do. of do.
La Favre,	Ditto,	Betſey letter of marque of Liverpool.
Le Marquis de Marbeuf,	Ditto,	Reſolution privateer of Guernſey.
La Dugue Clain,	China,	

As the ſubjects of the States General ſtill perſiſted in carrying all ſorts of naval ſtores to the enemies of Great Britain, as well as in bringing home the produce of their colonies, the Britiſh Miniſtry alſo perſiſted in their plan of ſeizing all their ſhips, which they could find ſo offending. This raiſed a great clamour in the Dutch provinces, eſpecially in thoſe where the French faction prevailed. On the 12th of September, 1778, the merchants, proprietors of veſſels, and exchange inſurers of the town of Amſterdam, preſented a Memorial to their High Mightineſſes the States General, which contained many ſtrong repreſentations, on the ſubject of the grievance of the Britiſh ſeizing their veſſels. They ſaid, "beſides the juſtice of theſe "aſſertions, and the validity of their complaints, the taking of "ſhips bound for the ports of France, not only induces your "memorialiſts to ſolicit your High Mightineſſes to interpoſe, and "even *to inſiſt on immediate reparation* for damages already ſuſ-"tained, and ſecurity for what may accrue. Your memorialiſts "alſo cannot diſpenſe with reſpectfully laying open to your "High Mightineſſes, the lamentable conſequences which will "reſult to the merchants, and of courſe to the State in general, "in caſe the veſſels and ſhips of the ſubjects of this republic, "cannot be guarded againſt what are little ſhort *of acts of "piracy:*" they pray farther, "that it may pleaſe them to pre-"vent the ſeizure of their ſhips bound to the ports of France "by the Britiſh nation, *againſt the faith of treaties, in open vio-"lation of the law of nations, in oppoſition to natural equity.* In "ſhort, to prevent for the future, ſuch extraordinary proceed-"ings; to maintain the rights and privileges of the ſeveral in-"habitants of this State, which they hold from God and na-"ture, and on which the Britiſh nation are bound by the moſt "ſolemn treaties to make no infractions."

The

The merchants and owners of ships of the town of Rotterdam, presented a Memorial to the like effect. It was not quite so strongly worded, but aimed at the same point. Mentioning the conduct of the British nation, they say, "that *the flagrant* "*injustice of it, might be very easily proved by an appeal to the law* "*of nations.*" But the strongest Memorial, presented to the States General on this occasion, was one from the merchants, proprietors of vessels, and exchange insurers of Amsterdam, Rotterdam, and Dordrecht. After enumerating their grievances, and immense losses, and contesting the right claimed by the British nation, they conclude with the following sentiments: "Finally, your memorialists firmly believe, that this "State is neither deficient in power, nor that her inhabitants "want inclination or courage, to maintain the independency "of their republic against all unjust violence: and they also "look on it as insufferable, that a nation, which owes the se-"curity and preservation of her civil and religious liberties to "the assistance and co-operation of this republic, and which "otherwise is united with her by ties of mutual and positive "interest, should dare, against the first principles of natural "equity, against all rules of right adopted by all civilized na-"tions, and against the faith of all solemn treaties, for the "reason only of CONVENIENCE; that this very nation, we say, "should dare to cause so much trouble and prejudice to the "commerce and navigation of this republic, and that in so no-"torious a manner, that the total ruin of individuals, and the "entire decay of trade, as well as of navigation, must be the "final result of their conduct."

The French faction insinuated, that the Prince Stadtholder was inclined to favour the pretensions of Great Britain. They accordingly endeavoured to keep up the spirit of opposition, to force the Dutch Administration to take some strong measures for the protection of their trade, and, if possible, to widen their breach with the British nation. Count de Welderen, the Dutch Ambassador at the Court of Britain, by desire of his Court, gave in to the British Ministry, the strongest remonstrances against

againſt the ſeizing of the Dutch ſhips. To theſe, the Earl of Suffolk, one of his Majeſty's Principal Secretaries of State, gave an anſwer to this effect: that the Britiſh would purchaſe the naval ſtores, pay the freight, and indemnify the proprietors; but that they were determined to prevent, as much as poſſible, all naval and military ſtores from being conveyed to the French ports. This declaration, however, was ſoftened with an aſſurance, that all poſſible regard for the rights of their High Mightineſſes ſhould be had, and that the ſtipulations and ſpirit of the treaties, ſubſiſting between the King and their High Mightineſſes the States General, ſhould be adhered to in the ſtricteſt manner, as far as it was practicable. This anſwer being tranſmitted to them by their Ambaſſador, was taken under conſideration: and when the influence which then directed their Councils is conſidered, the determinations to which it gave riſe will ſcarcely excite our wonder. When their reſolutions were formed, various meetings were held in the different towns. On the 6th of November, 1778, the Burgomaſters of Dort aſſembled their committee of merchants; on the 7th, the merchants of Rotterdam were called together; and on the 9th, the Council of Amſterdam ſummoned the committee of merchants of that city. Theſe meetings were convened, for the purpoſe of hearing the reſolutions of their High Mightineſſes the States General, on the ſubject of the petitions for redreſs againſt the Britiſh treatment of their flag, and againſt the depredations committed on their property. The Count de Welderen's remonſtrance, and the Earl of Suffolk's anſwer to it, being read to them, they were informed, that the reſolution of the States was, not to enter into any negociation with the Britiſh Ambaſſador on the points in diſpute, but to continue to uſe all the means in their power, to obtain from the Court of Great Britain, not only ample, but examplary ſatisfaction for the injuries done to their ſubjects, in defiance of the treaties ſubſiſting between the two powers; and alſo to purſue ſuch ſteps, as ſhould prevent the repetition or continuance of the ſame grievances for the future. The committees of the above towns

towns came to the ſame reſolution on this buſineſs; and appointed one of their members reſpectively, to join the Penſionary and Secretary of each town, in a deputation to the Hague, with directions to thank their High Mightineſſes for the reſolution they had come to; and to inform them, that the merchants were determined alſo not to accept any terms: that they hoped their High Mightineſſes would inſiſt on the reſtitution of the ſhips and cargoes, ſo unjuſtly ſeized, by order of the King of Great Britain, contrary to the faith of treaties, and the rights of Sovereigns; and that they would loſe no time in putting their marine into ſuch a ſtate, as to afford them protection, and to vindicate the honour of their flag againſt all affronts. For this end, they reiterated their willingneſs to pay the taxes, neceſſary and equal to the ſupport of a reſpectable armament. To this their High Mightineſſes, by their Preſident, made a reply, in which they informed the deputation, "That ſuch "meaſures had been already taken, as would meet the wiſhes "of ſo reſpectable a body of their ſubjects; that an augmenta-"tion of twelve ſhips of the line and twenty frigates, beſides "the twenty-five ſhips formerly ordered, had been determined "on; and that, till the proper mode of proportioning and "raiſing the expence could be deviſed, they had ordered their "treaſurer to open a loan of four millions of florins, at two "and a half per cent. which was already raiſed more than two-"fold by ſubſcription."

The reſolutions which the States General had adopted, did not prevent the Britiſh Miniſtry from continuing their orders, for the commanders of his Majeſty's ſhips to exert themſelves in capturing all veſſels carrying warlike or naval ſtores to the enemy; but in order to diſpel the ſtorm which ſeemed gathering, Sir Joſeph Yorke, the King's Ambaſſador at the Hague, on the 22d of November, 1778, preſented a Memorial to their High Mightineſſes the States General, in which he, by the King's direction, propoſed a conference with them, upon what was moſt proper to be done reſpecting the articles of complaint. This offer they declined, and inſiſted upon the literal and ſtrict obſervance

obſervance of the treaty between them and Great Britain.

It muſt be obſerved, that the Court of Verſailles ſtepped in at this time, to avail itſelf of the miſunderſtanding that ſubſiſted between the Courts of London and the Hague; and endeavoured, by all the means in its power, to accelerate an open rupture between them. The French King had, in the month of July, 1778, iſſued an arret, in which he formed regulations concerning the navigation of neutral veſſels, reſerving to himſelf the power of revoking the advantages then granted by the firſt article, if the belligerent powers ſhould not grant the like, within the ſpace of ſix months. As this had not been done on the part of Great Britain, he accordingly ordered ſuch a revocation with reſpect to the ſubjects of the States General; but in order to reward ſuch of them as had publicly taken meaſures, and exerted themſelves, to perſuade their High Mightineſſes to obtain from the Britiſh Court ample ſecurity of unlimited liberty of commerce, the citizens of Amſterdam were excepted: and this was, ſometime afterwards, extended to the other parts of the province of Holland. The deſign of the French was clearly ſeen through: and their conduct on this occaſion is ſuppoſed to have cauſed Sir Joſeph Yorke, on the 9th of April this year, to preſent to the States General a Memorial, in which, by direction of the King, he ſays, that the literal and ſtrict obſervance of the treaty inſiſted upon by them, is pronounced incompatible with the ſecurity of Great Britain, and contrary to the ſpirit and ſtipulations of all future treaties between the two Courts. The King alſo informed them, that he cannot depart from the neceſſity he is under, of excluding the tranſportation of naval ſtores to the ports of France, and particularly timber, even if they ſhould be eſcorted by ſhips of war; but his Majeſty flattered himſelf, that he ſhould never be obliged to take other meaſures toward the republic, than thoſe which friendſhip and good harmony may dictate.

The taking of the Dutch ſhips, laden with warlike ſtores, was a meaſure of ſound policy, and diſtreſſed the French very much, particularly at their principal ſeaports, where the ſcarcity

ſcarcity of naval timber was ſo great, that it had retarded for a conſiderable time, the repairs of M. d'Orvilliers's ſquadron. Such was their ſituation at the beginning of this year. They then got a ſupply by ſome ſtoreſhips, which fortunately arrived to their aſſiſtance from Holland. Until April, they had not a maſt for the Ville de Paris; her old ones having been rendered uſeleſs in the ſea-fight of July 27th, 1778.

The Dutch, thinking to elude the vigilance of the Britiſh ſhips of war, prepared a large convoy, laden with all ſorts of naval and military ſtores for France: and to put it out of the power of ordinary cruizers to prevent it from reaching its deſtination, they ordered Vice-Admiral Count Byland to eſcort it, with two ſhips of the line and three frigates. The Britiſh Miniſtry got notice of the ſailing of this fleet, and were determined to intercept it: for this purpoſe, Captain Fielding of his Majeſty's ſhip Namur, as being a man on whoſe abilities, addreſs, and reſolution, they could depend, was detached with ſeveral ſhips of the line, ſome frigates, ſloops, and cutters,* from Spithead, on the morning of the 31ſt of December. In the evening of that day, one of the frigates made the ſignal for ſeeing a fleet to windward; on which, Captain Fielding made the ſignal for a general chace. In a few hours he came up with it, and found it to be a fleet of Dutch merchant ſhips, under convoy of Admiral Byland. He then ſent the Courageux to the Dutch Admiral, to let him know, that he wiſhed to ſpeak with him: and to bring him cloſe to the Namur, he immediately ordered out his barge, and ſent Captain Marſhall of the Emerald on board Admiral Byland, with his compliments, begging to know to what port the fleet was bound; and at the ſame time, requeſting permiſſion to ſearch the merchantmen, agreeably to his orders. To this the Admiral very reſpectfully anſwered, that the Dutch ſhips of war were bound to different ſtations in the Weſt Indies, and the merchantmen to various ports in France. Moſt of them, he acknowledged, were laden with hemp and iron, but none with timber or cordage. He added,

* See Note 161.

added, that he muſt beg to be excuſed from permitting them to be ſearched, as his orders were poſitive to the contrary. The Dutch Admiral ſent his Captain (Byland) back with Captain Marſhall, who reported this anſwer to Captain Fielding: and he replied, that he hoped Count Byland would think better of it by next morning, when he would be under the neceſſity of renewing the application.

The two fleets kept company together all night, and at day-break next morning, Captain Fielding once more ſent Captain Marſhall to Count Byland, with a more preſſing meſſage than the former; adding, at the ſame time, that he was determined to ſearch the veſſels at all hazards. To this Count Byland replied, that he was ſorry matters were likely to be brought to ſuch extremity; for that, if boats ſhould attempt to board any of the veſſels under his protection, he could not fulfil his duty without firing on them. About nine o'clock, Captain Fielding made the ſignal for the Emerald, Daphne, Seaford, and Hawke, to ſend boats to examine the Dutch merchant ſhips, and to row down to them with colours flying in each boat. This order was inſtantly obeyed; but no ſooner did the Dutch Admiral ſee the boats approach his ſhips, than he fired a ſhot at them. Captain Fielding immediately fired a ſhot from the Namur, ahead of the Dutch Admiral, which the latter returned with a broadſide. The former did the like, and made the ſignal to attack the convoy. A few ſhot paſſed between one of the Dutch frigates and the Valiant; when Count Byland, finding himſelf unable to contend againſt ſo great a force, ſtruck his colours, and all the reſt of the Dutch ſhips of war followed his example. Fortunately, no lives were loſt on either ſide. Captain Fielding immediately ſent an officer on board of the Dutch Admiral, requeſting him to hoiſt his flag again, and to purſue his voyage; but informing him, that he would carry the merchant ſhips with him to England. The Admiral returned for anſwer, that he thought himſelf bound to ſhare the ſame fate with his convoy, and ſhould therefore proceed with them; but if Captain Fielding would make his requeſt in writing, that

that he ſhould hoiſt his colours, he would certainly comply with it. This being immediately done, the Dutch Admiral and his ſquadron diſplayed their colours, and ſaluted the Britiſh ſquadron with thirteen guns, which was returned by Captain Fielding, who immediately proceeded with his ſeven prizes to Spithead. On his way to that port, he captured two more Dutch ſhips in the ſame predicament. The Dutch ſhips and cargoes were all condemned, and turned out very valuable prizes. Admiral Byland and the war ſhips were allowed to depart.

We ſhall conclude our account of this buſineſs for the preſent by remarking, that the tranſaction which we have juſt now related, however trifling it may appear to be, was productive of two very ſerious and important events, highly detrimental to the intereſt of Great Britain, viz. the rupture with the States General, which this and ſome ſubſequent incidents certainly accelerated, and the Armed Neutrality.

The navy, this year, ſuſtained conſiderable diminution: for, beſides the loſs of the Ardent of ſixty-four, Experiment of fifty, Serapis of forty-four, Montreal of thirty-two, Ariel of twenty-four, and Sphynx of ſixteen guns, the Weazle ſloop, and Counteſs of Scarborough armed ſhip, which we have already mentioned as falling into the enemy's hands, the Thorn of ſixteen guns, the Elephant and Weſt Florida, ſloops of war of fourteen guns, Hope of fourteen, York of twelve, Diligent of ten, and Haerlem of ten guns, armed veſſels, and Holderneſſe cutter, had likewiſe the ſame fate, and the Jackall cutter was carried off by a mutinous crew; but of theſe, the Ardent, the Sphynx, the Thorn, the Elephant, the Hope, and Jackall, were retaken in the courſe of the war. The Glaſgow of twenty guns, and Supply armed ſhip, were deſtroyed by fire. The The Roſe of twenty guns, and Savannah armed ſhip, were ſunk by the Britiſh at the ſiege of Savannah. The Quebec of thirty-two guns was burnt while engaging a French frigate; the Huſſar of twenty-eight guns was wrecked near Hell-gate; the Penelope of twenty-eight guns foundered in the Weſt Indies;

Indies; the North ſloop of ſixteen guns was wrecked near Halifax harbour; the Viper ſloop was wrecked in the river St. Lawrence, as was the Tapageur cutter of fourteen guns in the Weſt Indies: and of the crews of the Penelope and North, not a man was ſaved. The Leviathan and Tortoiſe, ſtoreſhips of thirty-ſix guns, foundered in the Atlantic, but the crews of both ſhips were ſaved.

The enemy made ſome very conſiderable prizes: but the only one of great value was the Oſterley Eaſt Indiaman homeward-bound, valued at 300,000l. She was taken off the Cape of Good Hope by two French frigates, which, after landing the crew (who were treated with great politeneſs and generoſity) at the Cape, carried the prize to the Mauritius.

There were added to the Navy this year:

Ships.	*Guns.*	*Ships.*	*Guns.*
Alcide,	74	Danae, *f.*	32
Edgar,	74	L'Oiſeau, *f.*	32
Montague,	74	Santa Marguerita, *s.*	36
Adamant,	50	Santa Monica, *s.*	36
Ulyſſes,	44	Brilliant,	28
Acteon,	44	Cyclops,	28
Endymion,	44	Pegaſus,	28
Fortunée, *f.**	42	Sybil,	28
La Prudente, *f.*	38	Veſtale, *f.*	28
Alcmene, *f.*	32	Champion,	24
Blanche, *f.*	32	Pandora,	24
Cerberus,	32		

* Thoſe marked *f.* were taken from the French: thoſe marked *s.* were taken from the Spaniards.

END OF THE FOURTH VOLUME.

ERRATA.—VOLUME IV.

Page	29	line 1	For " ſloop were" *read* " ſloop. Theſe were."
	44	— 14	from the bottom, for " ſingled for" *read* " ſingled out for."
	55	— 17–18	after " action" *inſert* " as."
	311	— 6	*read* " at the head of the army."
	318	— 13	from the bottom, *dele* " or."
	526	— 22	for " appearing" *read* " appeared."
	327	— 16	*dele* " they."
	328	— 16	from the bottom, for " which" *read* " and he."
	329	— 3	*dele* " he therefore."
	331	— 19	*dele* " from the Delaware arrived at Sandy Hook."
	383	— 10	*dele* " when" and for " deſired her to hoiſt" *read* " de- " ſired to hoiſt."
	394	— 16	from the bottom, for " and the diſtance" *read* " and by " the diſtance "
	395	— 21	for " have bombarded" *read* " to have bombarded."
	411	— 17	from the bottom, *dele* " and."
	411	— 12	from the bottom, *dele* " and."
	415	— 16	from the bottom, for " might been" *read* " might have " been."
	428	— 7	*dele* " the."
	493	— 4	after " Carolina" *dele* " he."
	500	— 18	for " whom" *read* " which."
	543	— 3	after " and" *dele* " to."
	556	— 11	from the bottom, for " who" *read* " which."
	563	— 4	for " who" *read* " which."

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